

# Hongkong Daily Press.

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[a27]

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### PORTLAND CEMENT.

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Hongkong, 29th April, 1906. [a804]

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Inspection Invited.

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### TERMS VERY MODERATE

Consultation Free.

Hongkong, 21st September, 1906. [485]

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Hongkong 14th June 1911 [527]

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All A.B.C., Western Union, and Engineering Codes used.  
Builders and Repairs of Ships, Engines and Boilers, and Electrical Engineers.  
Manufacturers of Contrado Condenser, Stone's Manganese Bronze,  
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	Length on Keel-Blocks.	Breadth at Entrance on Bottom.	Depth of Water on Keel-Blocks.
No. 1	510 ft.	71 ft.	26 ft.
No. 2	350 ft.	53 ft.	24 ft.
No. 3	714 ft.	88 ft.	34 ft.

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" Draft "	22 "	26 "

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The Floating Shovel, capable of lifting 40 ton weight.

ANY ORDERS WILL BE PROMPTLY ATTENDED TO AND ESTIMATES SENT ON APPLICATION. [a819]

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ALL CLASSES OF PRINTING  
PRODUCED UNDER FOREIGN  
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the-World, travelling via Victoria, Vancouver and the Canadian Pacific Railway,  
are afforded an opportunity of visiting the

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giving qualities of the pure air.

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taineering trips, saddle horse trips, camping excursions, etc.

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**GLACIER**—near the Summit of the Selkirk Range, the centre of a group of  
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From this point a splendid view is obtainable of MOUNT SIE  
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Peaks, Bow Lakes, and the Great Divide are places well worth a visit.  
Guides may be engaged to accompany excursion parties to the most  
interesting points. Carriages meet all trains at Laggan.

**BANFF SPRINGS HOTEL**—a charming little town popularly known as the gateway to the  
CANADIAN NATIONAL ROCKY MOUNTAIN PARKS,  
situated in the Bow Valley on the eastern side of the Rockies.  
This is an ideal rendezvous for Tourists from all parts of the globe.  
NATURAL SULPHUR SPRINGS, THE CAVE, BOW FALLS,  
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attractions at BANFF HOT SPRINGS. Good boating and fishing  
are obtainable on the Bow River.

The Canadian Pacific Railway is noted for its comfortable equipment and  
splendid service. By this route all the principal cities of Canada are reached, and  
direct connections are made to all the important cities of the United States and  
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CANADIAN PACIFIC RAILWAY COMPANY,  
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[a663]



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No. 1 DOCK. No. 2 DOCK. No. 3 DOCK.  
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Every description of repair work is undertaken. A large assortment of material  
including tall shafts are kept in stock. Two powerful tow boats, floating derrick to  
lift 45 tons, pneumatic, electric, hydraulic plants, etc. Manufacturers of en ines, boilers,  
tugs, lighters, constructional steel work, etc. Tenders on short notice by letter or cable.

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106 buildings, principally of brick and steel, 350 entrances. 13 buildings are private  
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Custom-house brokerage and insurance undertaken. Rates moderate.  
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Large Airy Public Rooms.  
Electric Lighting, Lifts and Fans.  
Suites de Luxe  
Bedrooms with European Bath and  
Lavatory attached.  
Perfect Sanitation.  
A LA CARTE GRILL ROOM.  
J. H. TAGGART, Manager. [a28]

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TELEGRAPHIC ADDRESS—"VICTORIA."  
Under Entirely New Management.  
Thoroughly Renovated.  
Terms Moderate.  
Excellent Cuisine.  
H. HAYNES,  
Manager. [157]  
Hongkong, 4th January, 1912.

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QUEEN'S ROAD CENTRAL.

A FIRST CLASS AND UP-TO-DATE  
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ENTIRELY UNDER EUROPEAN MANAGEMENT.

THIS HOTEL has recently been thoroughly  
redecorated, extensively enlarged, and is now  
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Large and Airy Rooms, Hot, Cold, and Shower  
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(late Manager of J. H. LYONS (Trocadero)  
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GRAND ORIENTAL HOTEL, Colombo).  
TELEPHONE No. 197.

TELEGRAPHIC ADDRESS "COMPOST,"

Hongkong, 1st September, 1910. [a39]

### "BRAESIDE."

PRIVATE HOTEL.

STANDING in its own grounds with Tennis  
and Croquet Lawns, Large Airy and  
Well Furnished Rooms, every home comfort  
Fine View of the Harbour.  
Telephone No. 690.  
Apply to—Mrs. F. W. YATTS,  
"Braeside," 20, Macdonnell Road,  
Hongkong, 4th December, 1907. [a37]

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Both Hotels electrically lighted, and under  
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GUIDES AND CHAUFFERS PROVIDED.  
Every information and Special attention given  
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A FIRST CLASS HOTEL for Residents  
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Private and Public Bars.  
Three First Class Billiard Tables.  
Kowloon Picnic Parties Catered For,  
on due Notice being given.

Indian Curries a Speciality.

M. J. NATHAN,  
Manager.

Kowloon, 30th May, 1912. [a536]

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FURNITURE and PHOTO GOODS

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Photographic Goods of every Description  
in Stock.

Developing and Printing Undertaken

Hongkong, 31st July, 1907. [576]



Friday, 14th June.

IN ORIGINAL JURISDICTION.

BEFORE THE CHIEF JUSTICE (MR. REES V. DAVIES, K.C.).

THE INSURANCE CLAIM.

The case was resumed in which the Wa Leong Cheung Kee firm claimed from the Prussian National Insurance Co. of Stettin the sum of \$22,500 alleged to be due on three policies of insurance. Mr. Eldon Potter (instructed by Mr. Davidson, of Hastings & Hastings) appeared for the plaintiffs, and Mr. H. E. Pollock, K.C., with him Hon. Mr. C. G. Alabaster (instructed by Mr. Shenton, of Deacon, Looker & Deacon), appeared for the defendants.

Mr. Pollock, in addressing the jury, said that the burden lay on the plaintiffs of proving the correctness of the items which made up their claim. After dealing with the first item he asked the jury if the plaintiffs had satisfied them that they had six boxes and two cases of silk on the first floor on the night of the fire. The question was not whether there was a stock at the time of the insurance, but what were the goods at the time of the fire. He submitted that it could not be asserted that the show case was full of goods in view of the evidence they had adduced. It was no good, he said, for a man to burn down his own house unless he were going to get the bare limit. How did the premises get afire? He submitted that no reasonable theory had been put forward which would account for the fire. He submitted too that the plaintiffs had changed their evidence since they made the original statement that a lighted lamp was left at the bottom of the stair. He submitted that defendants were entitled to their verdict.

Mr. Potter told the jury that if the fraud was not proved to their satisfaction then the only question they had to ask themselves was how much the damages should be, and the minimum of damages for the plaintiffs was the minimum put upon the goods by Mr. Lammett, defendants' own witness. He was going to say that in effect plaintiffs had goods to the value that they said they had, \$22,000. How much stock was on the plaintiffs' premises was the first question the jury had to decide. If there were fraud it did not matter whether plaintiffs had \$50,000 or \$100,000 worth of goods on their premises. The onus of proof of fraud was on the defendants throughout. Counsel argued that the books of the firms with which they did business proved the accuracy of their books. Plaintiffs had given the defendants every information, had, so to speak, thrown their cards upon the table, and the result had been an attack on the firms mentioned. Dealing with the allegation that plaintiffs had committed arson, he pointed out that defendants must prove that charge as conclusively as if the plaintiffs stood in the dock. But defendants had made the charge and did not offer any evidence in support of it. He ridiculed the suggestion put forward by the other side that the plaintiffs, taking advantage of the fire on the *Telamachus*, had lit their own fire. They could almost imagine the man sitting on the roof with a box of matches and a bundle of shavings, watching the harbour and, when he saw the fire on the ship, descending into the shop and lighting the fire. They might as well produce the nail which tore the trousers of the man coming down the spout. Counsel dealt with the allegations of fraud, and said these must be proved as if the plaintiffs were placed in the dock. Counsel had not concluded when the Court rose.

IN SUMMARY JURISDICTION.

BEFORE MR. H. H. J. GOMPERTZ (PUNISHING JUDGE).

TESTING A REVENUE OFFICER'S POWERS. His Lordship, referring to the action by Yip Man against Chan Hing, a revenue officer, for damages for illegal arrest, in which he had previously given judgment for the plaintiff on the technical assault, said the facts in the case were very simple. It was admitted that the man had no right to arrest, no right to lay hands upon any person; if he did, it was a breach of the local Ordinance. He had awarded the plaintiff \$5 damages for technical assault, the question of costs being left over. Of course, one had not much sympathy with the individual in a case like that, the man having been fined \$250 for having lottery tickets in his possession, but the common law principle had been claimed that the man was entitled to the liberty of his person. The man was entitled to his costs, and he gave him costs on the lowest scale.

WITTED. In the case of Wong Ah Kwei v. C. H. Parkinson for \$800, Mr. Harris, who appeared for plaintiff, said his instructions were to withdraw the case, as matters had been arranged with the defendant.

## TELEGRAMS. TELEGRAMS.

[THROUGH REUTER'S AGENCY.]

BIRTHDAY HONOURS.

LONDON, June 14th.

The King's Birthday Honours List has been published.

PEERAGES.

Peerages of the United Kingdom are conferred on

The Earl of Carrick,  
Field Marshal Sir William Nicholson,  
Sir Francis Channing,  
Sir Thomas Borthwick.

The following are made Privy Coun-  
cillors:—

PRIVY COUNCILLORS.

Lord Richard Cavendish,  
Sir Henry Primrose,  
Mr. C. F. Masterman, Home Secretary,  
Mr. Brynmor Jones,  
Sir James Dalziel,  
Sir Albert Spicer.

BARONETS.

Nine Baronets are conferred. The  
new baronets include:—

Mr. G. H. Cloughton, Chairman of  
the London and North-Western Railway.  
Mr. H. L. Tangye, Deputy Chairman  
of Tangy's, Limited.

Sir Alexander Cross, senior partner in  
Alexander Cross & Sons, Glasgow.

Dr. R. J. Godlee, Hon. Surgeon-in-  
Ordinary to the King.

Lieut.-Colonel Poe, C.B. who has been  
prominently identified with land and  
railway questions in Ireland.

Mr. W. P. Beale, M.P. for South  
Ayrshire.

Mr. Stuart Samuel, M.P. for White-  
chapel.

KNIGHTS.

There are twenty-five Knights, includ-  
ing:—

Mr. N. W. Helme, M.P. for Lancaster.  
Mr. J. M. McCallum, M.P. for Paisley.

Mr. L. O. E. Dowdale, Head of the  
Administrative Department, Colonial  
Secretary's Office, Ireland.

Mr. W. Haldane, W.S., Crown Agent  
for Scotland and Prison Commissioner.

Mr. G. Hutchinson, Head of the pub-  
lishing house of Hutchinson & Co.

Mr. A. P. Inglis, Consul-General at  
Paris.

Professor B. G. A. Moynihan, Pro-  
fessor of Clinical Surgery, Leeds Uni-  
versity.

Mr. A. J. Parish, Naval Instructor.

Lieut.-Colonel Prain, Director of  
Royal Botanic Gardens, Kew.

Professor H. Read, St. Andrew's Uni-  
versity.

Mr. Whitworth Wallis, F.S.A.

Mr. Frederick Green, Director of the  
Orient Navigation Company and Suez  
Canal.

HONOURS FOR OFFICIALS IN

THE EAST.

Mr. E. D. H. Fraser, C.M.G., Consul-  
General at Shanghai, receives the  
K.C.M.G.

Mr. R. J. Wilkinson, Colonial Secre-  
tary, Straits Settlements, Mr. H. Bonar,  
Consul-General at Seoul, Mr. H. Goffe,  
former Consul-General at Hankow, Mr.  
J. Carey Hall, Consul-General at Yoko-  
hama, Hon. E. Scott, First Secretary of  
the British Legation at Peking, Mr. F.  
E. Wilkinson, Consul-General at Nan-  
king, receive the C.M.G.

The Dato Mahomed B. Mahbob, of the  
Johore Secretariat, is made an honorary  
C.B.

OTHER HONOURS.

The honorary Grand Cross of St.  
Michael and St. George has been con-  
ferred on Said Pasha, Premier of  
Egypt.

Mr. C. E. Mallet, Financial Secretary  
to the War Office, and Mr. Walter  
Langley, assistant Under-Secretary of  
State in the Foreign Office, are made  
Commanders of the Order of St. Michael  
and St. George.

The Cross of the Order of the  
Bath has been conferred on General  
Barker, of the Seaforth Highlanders,  
and General Tucker, of the Staffordshire  
Regiment.

Mr. R. A. Redmayne, H. M. Inspector  
of Mines, and Mr. E. Gosse, librarian  
to the House of Lords, are made Com-  
panions of the Order of the Bath.

Mr. McBride, Premier of British  
Columbia, and Mr. Roblin, Premier of  
Manitoba, have been made Commanders  
of the Order of St. Michael and St.  
George.

## THE MAGISTRACY.

For returning from banishment, a Chi-  
nese was sentenced to six months' hard  
labour.

On a charge of failing to obliterate  
stamps of receipts, a female rent col-  
lector was fined \$5. She said she did not  
know the law.

A Chinese was fined \$25 for obstruc-  
tion, in Centre Street. Another defen-  
dant, for sawing timber in D'Aguilar  
Street, was fined \$10. Two other fines of  
\$10 were inflicted for obstruction.

Before Mr. Irving, at the Magistracy  
yesterday, a Chinese woman was charged  
with being in unlawful possession of two  
tools of opium. The Magistrate inflicted  
a fine of \$30, the alternative being a  
month's imprisonment.

A Chinese was charged with sell-  
ing fish without a permit in Sai-  
Ying-Poon Market. Defendant said  
he was talking to the foks in the  
stall when a girl came up and  
bought some fish, which he (defendant)  
gave to her. Sergeant Adlington infor-  
med the Magistrate that complaints had  
been received from the stall-holders in  
Sai-Ying-Poon and Shek-tong-tui mar-  
kets that people of the type of defendant  
were spoiling their trade, as they had to  
pay nothing for licences. Defendant was  
fined \$10 or 14 days.

A Chinese contractor was charged with  
blasting stone in Market Street, Kowloon,  
without having the charge sufficiently  
covered to prevent the fragments being  
projected in such a manner as to damage  
the public latrine in Market Street. De-  
fendant pleaded guilty. The damage,  
according to the Public Works Inspectors,  
amounted to about \$100. One of the  
Inspectors said he did not think the ac-  
cident was due to careless blasting. He  
was quite within his rights in blasting  
there. Defendant, who had given a guar-  
antee to repair the latrine, was cautioned.

Mr. Melbourne had before him three  
Chinese charged with assaulting another  
Chinese. Mr. Otto Kong Sing appeared  
for the defendants. The wife of the com-  
plainant stated that the defendants left  
a tin in a passage off Aberdeen Street.  
She stumbled over her husband that the  
defendants had kicked her. A struggle  
took place between the complainant and  
the defendants, who were arrested by a  
number of lakongs who appeared on the  
scene. Defendants denied having as-  
saulted the complainant. One of them  
said he saw complainant and his wife  
assaulting the first defendant. The first  
defendant and the complainant and his  
wife were bound over in \$100 to be of  
good behaviour for six months. The  
other defendants were discharged.

## BOMBAY SILVER CORNER.

A Bombay telegram dated the 21st ult.,  
appearing in a Calcutta paper, says:—  
Great interest is felt in Bombay by the  
conclusion to which the silver group have  
just brought their operations. They  
have sold their enormous holding and the  
corner is at an end.

Mr. Chunilal Surya, leader of the  
group, said in an interview with the  
*Times of India* representative last night  
that the Government of India was  
suspected of buying, but they could not  
be sure of it. Mr. Chunilal said that  
about thirty people were concerned in  
the group. Their investments amounted  
to three crores of rupees, two more crores  
being afterwards available. Two crores  
of stock were disposed of gradually and  
the remainder was sold 16 days ago, the  
profit on the whole transaction after  
paying interest being no less than 25  
lacs. The stock was bought at an  
average of 25d. and was sold for 27½d.,  
the interest costing the speculators about  
a penny. The stock which has been dis-  
posed of is now distributed among about  
100 stockholders. All loans in Bombay  
on silver have been paid off, the effect  
being that the Indian Specie Bank shares  
have risen from 52 to 55.

Another speculator, who gave details  
of the operations, said that if the Govern-  
ment of India had chosen to purchase  
the stock of silver in the hands of silver  
speculators in February, 1911, they would  
have got it very cheaply, as cheaply as  
20d. an ounce. It is at the price of buying  
the Government is suspected of buying  
in the London market, and before the  
Government purchases are over prices  
are likely to go up to 32d. an ounce, for  
the whole world now is operating for  
the rise, as may be seen from the London  
bullion brokers' certificate. America is  
taking advantage of the market and is  
selling very sparingly its own produc-  
tion. China has to buy silver very  
largely for large loans she is going to  
contract in the near future, and it is  
really now a competition between the  
Chinese Government and the Government  
of India in the purchase of silver. It  
seems at present that the Government will  
require about six millions of silver  
annually for the next ten years to re-  
plenish the silver currency, and China  
will require about 10 crores of silver  
annually to meet the vast development  
of trade and fresh capital that is to be  
poured into the country for various  
reforms.

Calcutta operators are largely interest-  
ed in the rise of silver now compared  
with the Bombay market. Although the  
Government of India are suspected of  
being buyers on the London market, there  
is no reliable confirmation of the rumour  
and the delay in confirmation and re-  
ported increase of Rs. 22 lakhs in the  
rupee portion of the Paper Currency  
Reserve had a depressing effect upon the  
silver market.

With reference to the paragraph which  
appeared a day or two ago stating that  
Mr. Christopher Wilson, solicitor, had  
been admitted to practice in H.B.M.'s  
Supreme Court, Shanghai, we are in-  
formed that Mr. Wilson, who is with Mr.  
M. J. D. Stephens, will continue to re-  
side and practise in Hongkong as heret-  
ofore.

Dominions beyond the seas or to other  
countries. There are no official statistics  
available as to Japanese emigration, but  
placing it at the extreme figure of two  
millions the population of the United  
Kingdom would still show a larger  
increase than that of Japan. As regards  
density of population there is a great  
similarity between the two countries, the  
United Kingdom having 363 persons per  
square mile and Japan 336 persons. As  
regards cultivated area, however, there  
is a wide difference. The United King-  
dom, with a total area of four-fifths of  
its surface available for one purpose or  
another, has a cultivated area equal to  
two-fifths of the total extent. In Japan,  
according to a writer in the *Oriental  
Review*, only one-tenth of the area can  
be cultivated. It would probably be  
more correct to express this as the pro-  
portion that has been brought under  
cultivation, for the Hokkaido, with a  
population of only 31 persons to the  
square mile, has as yet been little  
touched, the fact being that places not  
adapted for the cultivation of rice are  
apt to be considered as useless. The total  
area under rice is nearly double that  
devoted to the cultivation of other  
cereals, and is equal to the total area  
of land devoted to all other crops. Thus,  
when it is stated that the Japanese  
population has to be supported on the  
production of 12,700,000 acres, what is  
meant is that this is the area under  
cultivation, not that Japan's available  
resources only extend to that amount.  
The United Kingdom, it may be men-  
tioned, has about eighteen million acres  
of arable land, but at least as much  
again in pasture. In Japan pasture  
land has been little developed. Japan's  
food problem, therefore, does not seem to  
have arisen from any abnormal growth  
in her population, but rather from a  
disinclination on the part of the agricul-  
turalists and the people to take advantage  
of the resources of the country or to  
reform their methods of living in  
accordance with the changes of the  
times. The increase in the population is  
not likely to continue at the ratio of  
the past thirty years. Already there is  
a noticeable decline in the number of  
early marriages, no doubt occasioned by  
the greater difficulty experienced in  
earning a livelihood, and in course of  
time it may be expected that the people  
will accommodate themselves to the  
changing conditions consequent upon the  
transition from a purely agricultural to  
an industrial state. One cause of the  
difficulty that has arisen is that Japanese  
statesmen hardly seem to grasp the new  
developments that have come over the  
country and have unconsciously tended  
by their actions to make the transition  
state even more onerous than it would  
naturally be. The import duty on rice,  
an ill-advised measure taken after the  
war, has yielded but a small return to  
the Treasury, while it has pressed hardest  
on the very people least able to bear the  
pressure—the poorer classes, whom neces-  
sity, not choice, compels to eat imported  
rice. The duty has now been reduced,  
although only temporarily, but probably  
if this has the effect anticipated it will  
be finally abolished.

The German mail of the 15th May  
was delivered in London on the 13th  
June.

We learn that a sailor of H. M. S. *Clio*  
has been killed at Canton, but no details  
are to hand.

There was an increase of \$170,000 over  
the estimate in the revenue from land  
sales in the Colony last year.

The steamer *Kanaka*, which grounded  
on Thursday morning on a sandy spit  
just off the ferry wharf at Kowloon, got  
off about eight o'clock the same evening.  
She is now alongside the wharf dis-  
charging.

A general meeting of the Hongkong  
General Chamber of Commerce is  
advertised for Wednesday, July 3rd, to  
consider the expediency of forming an  
Association of Exporters and Dealers  
under the auspices of the Chamber.

From the Report on the Finances of  
the Colony for 1911, laid on the table of  
the Legislative Council on Thursday, we  
learn that the total revenue last year  
was \$7,497,231, which is \$410,845 in ex-  
cess of the estimate and \$533,392 in  
excess of the revenue for 1910.

The Rev. H. O. Spink, who is retiring  
from the charge of St. Andrew's Church,  
Kowloon, leaves with Miss Spink for  
Home by the *Korea* next week. Their  
departure is much regretted in Kowloon.  
Mr. Spink's successor will be the Rev.  
N. C. Pope, M.A., of St. Matthew's,  
St. Leonard-on-Sea.

With reference to the paragraph which  
appeared a day or two ago stating that  
Mr. Christopher Wilson, solicitor, had  
been admitted to practice in H.B.M.'s  
Supreme Court, Shanghai, we are in-  
formed that Mr. Wilson, who is with Mr.  
M. J. D. Stephens, will continue to re-  
side and practise in Hongkong as heret-  
ofore.

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## DEATH.

On June 12th, at 7.10 p.m., at the Civil  
Hospital, JOHN BYRON SCOTT, of Hong-  
kong, aged 50 years.

HONGKONG OFFICE: 10A, DES VOGES ROAD C  
LONDON OFFICE: 131, FLEET STREET, EC

The Daily Press.

HONGKONG, JUNE 15TH, 1912.

THE increase in the population of  
Japan since the opening of the country  
is a phenomenon that has often been the  
subject of remark, and now that Japan  
is being troubled in regard to her food  
supplies attention has again been drawn  
to the subject. Reliable statistics as to  
the population of Japan Proper are not  
obtainable prior to 1882, when the figures  
stood at 37,185,492. During the 30 years  
that have elapsed since then the popula-  
tion has increased by 14,405,750, the  
figures now being 51,591,242. At first  
sight this appears a very startling  
increase, since it amounts to nearly half  
a million a year, but when we come to  
compare it with countries similarly  
situated it would appear that there is  
nothing abnormal in such an increase in  
the case of a progressive country. Thus,  
taking the case of the United Kingdom,  
we find that in 1882 there was a popula-  
tion of 35,241,482; roughly some two  
million less than Japan. The present  
population of the United Kingdom,  
according to the latest census is  
45,003,423. This gives an increase of ten  
millions in round figures, compared with  
Japan's fourteen millions. Before we  
can arrive at a true estimate, however,  
another factor has to be taken into con-  
sideration, and that is, the amount of  
emigration from both countries. In the  
case of the United Kingdom this is very  
heavy. Roughly it may be said that  
during the 30 years from 1882 to 1912  
some 6,700,000 persons have emigrated  
from the United Kingdom to the British



## MOTOR CAR TRAFFIC IN HONGKONG.

## VALIDITY OF NEW REGULATIONS QUESTIONED.

## TEST CASE AT THE MAGISTRACY.

The new regulations made by the Governor-in-Council under the Traffic Ordinance, prohibiting the use of certain roads in the Colony by motor cars, were the subject of a test case at the Magistrate's Court yesterday.

A motor proprietor named C. Lauriston appeared before Mr. Irving charged with having, on June 10th, driven a motor car along Caine Road, in contravention of the new regulation.

Mr. J. H. Kemp (Crown Solicitor) appeared to prosecute, and Mr. F. B. L. Bowley represented the defendant.

Detective Sergeant Appleton stated that on June 10th, at 5.52 p.m., he saw the defendant driving motor car No. 9 along Caine Road, going in the westerly direction, just near Ladder Street. He took the number of the car.

Cross-examined by Mr. Bowley, the witness said he was on the detective staff, but it lay with the whole of the police to see that the Ordinances of the Colony were carried out. On June 9th he was told by the Superintendent to warn the defendant and others that the new regulations had come into force.

Mr. Bowley asked the time you saw this car, was it being driven furiously or to the danger of the public?

The witness—No.

Were the occupants of the car behaving in disorderly or noisy fashion?—No.

Was the car creating a public nuisance of any sort?—It was committing a breach of the regulations.

Was it creating a public nuisance at the moment when you saw it?—Well, there were three cars proceeding practically behind one another. It might have been a nuisance if any children had been in the road. There are sharp points in the road near there.

Was there any more risk in driving the car in the manner you saw it driven than there would have been if anyone had driven a dog-cart along there?—Well, a motor car drives faster than a dog-cart.

How fast was the car travelling?—About seven miles an hour.

Witness, replying to further questions, said that during the twelve years he had been in the Colony he had never heard of an accident with a motor car occurring in Caine Road. He had heard of accidents taking place in the Colony, but could not say exactly in what places. The licences produced were issued by the Captain Superintendent of Police. One permitted the defendant to let the motor car out for hire for one year up to June 30th next, and the other to drive the car during the same period.

It examined by Mr. Kemp, the witness said regulations were issued in April, 1911, prohibiting motor cars from using certain streets. Other motor cars, in other places, had made themselves public nuisances.

Mr. Bowley—Hence these tears!

Evidence was given by the defendant.

Mr. Bowley—Does not the condition of your licence give you the right to drive on these roads for a year?—Yes.

On the licence were certain prohibited roads?—Yes.

Those prohibited areas did not include the roads along which you drove on Monday afternoon?—No.

You drove along the Caine Road and so along the Pokfulam Road until you came to the junction of the Pokfulam and Jubilee Roads?—Yes.

Did you then turn into the Jubilee Road and drive along the whole length of the road?—Yes.

Mr. Irving—Is that the Pokfulam Road which runs along past the Christian cemetery?—Yes.

The Jubilee Road runs along the lower level?—Yes.

His Worship—It goes along the seashore until it joins the tramline?

Mr. Bowley—Well, you could hardly say that; it is the road nearest the sea.

To the witness—This is the road which you and your drivers have been using ever since you started business?—Yes.

Is there any road suitable for motor-car traffic between the Murray Barracks and the University, other than the Caine Road?—No.

Is there any road other than Caine Road to the University which does not go through Chinatown?—No.

Have you ever met with an accident while driving along Caine Road?—No.

Have you ever met with an accident while driving along the Jubilee Road?—No.

Have you ever heard of any such accident on the Jubilee Road?—No.

Mr. Bowley then read the reference to Jubilee Road contained in a Report of the Director of Public Works, in 1903 (which is reproduced in another column).

To the witness—From your practical experience, is it a road suitable for motor-cars?—Yes.

Is it a reasonable road for motor-car driving, with a careful driver?—Yes.

Is every motor-car driver in the Colony required to pass an examination by the police as to his competency?—Yes.

Can the Captain Superintendent of Police revoke the licences at any time?—Yes.

What is the extreme width of your biggest car?—Six feet, outside measurement.

The road is sixteen feet wide and two cars can pass comfortably?—Yes.

Is the Caine Road route dangerous to motorists?—No.

Which road would you prefer to drive along, Caine Road or Des Vaux Road?—Caine Road.

His Worship—It is safer?—Yes.

Mr. Bowley—In the course of your driving, have you ever driven over any animals?—No.

Not even over a blind kitten?—No.

While driving along the Jubilee Road on the day in question, did you meet anyone?—I met a gentleman riding a horse and two grooms who accompanied him.

Did you have any difficulty in passing those horses?—No.

You did not meet a single individual until you got round near Green Island, when you met a ricksha?—No.

After the ricksha, you met one pedestrian on the slope down to Kennedy Town?—Yes.

Did you notice that the road was grass-grown in places and that in others it was badly in need of repair?—Yes.

Are the gradients on the old Pokfulam Road very much heavier than on the Jubilee Road?—Yes.

Has it had corners?—Yes, just as bad as the Jubilee Road.

Is there a bridge just below the Dairy Farm which has a nasty double turn to it, and which is very narrow?—Yes.

And is there a very heavy gradient from the bridge to the junction with Jubilee Road, the heaviest gradient on any road in that locality?—Yes.

I take it that, in your opinion, the Jubilee Road is much safer than the old Pokfulam Road?—Yes.

You were informed of the closing of the Caine Road route and the Jubilee Road on Saturday morning?—Yes.

I think you had certain correspondence with the Government as regards the motor-car traffic at night?—Yes.

Before Friday afternoon, had you the slightest intimation that the Caine Road and the Jubilee Road were to be closed?—No.

Mr. Kemp—You have heard of cases of horses being startled by motor-cars on Jubilee Road?—No. I have read that they were not startled.

Did you not read that an accident was narrowly avoided?—No.

Apart from the newspapers, have you not heard of cases of horses starting at motor-cars on that road?—No; I have not.

Mr. Bowley—I submit to your Worship that no offence has been committed. The submission is based on two grounds, one of which may be called a temporary defence, and the other a permanent defence.

The temporary defence is based on the general legal principle which is expressed in the maxim that the King cannot derogate from his grant, or, in other words, to meet modern requirements, the Government cannot derogate from its grants. The executive Government of this Colony, acting in pursuance of certain powers given to it, has granted licences to my clients and others to let out for hire and drive motor-cars for a certain period. Those licences were given for value. A fee of \$10 was charged for each licence. My clients and other motor owners have gone to very great expense, and have invested a lot of capital, in providing the public of Hongkong with facilities for driving, which did not previously exist. The licences have certain conditions endorsed on them, but I am not bound to admit the validity of any of those conditions. I do say, however, that the Government, by the executive action of an oligarchy, consisting of a handful of acting officials, cannot deprive the motor-car owners of the rights given to them by those licences. I submit that the regulations which forbid the motor owners from driving along certain carriage roads of this Colony are null and void. Your Worship may remember that a short time ago the Executive Council attempted to prohibit the employment of barmaids in public houses during the currency of the publicans' licences. A summons was taken out and a barmaid, prosecuted for employing a barmaid, dismissed that summons on the ground that the Executive had no power to alter the conditions of a licence during the currency of a licence. I would point out that in that case the regulation prohibiting the employment of barmaids was made under a statutory authority similar to the authority under which these regulations have been made. That ground is a strictly limited ground, limited to a ground that is also of general public interest, as it involves the right of the public member of the public has a right, at common law, to use the highways, by day or night, for business or pleasure, and has the right to pass and repass along the highways at any time and for any purpose. If a highway is obstructed, an indictment can lie against the person obstructing the highway, and if anybody obstructs the highway, he is liable to do so, a prosecution can be instituted against him, and he can be compelled to remove the obstruction. A highway can be closed except under express statutory authority. Your Worship is familiar with the topography, and, to a certain extent, with the history of the Colony, and you must know perfectly well that the Caine Road route has been a carriage highway since it was built. It was once used by a number of gentlemen who lived out in the western district for driving to and from their offices every day, in dog carts and other carriages. Since the introduction of motor-cars into the Colony, that road has been used by them, so much so that a motor garage has been built on the road. Under these regulations, that gentleman cannot bring his car out of the garage, nor can he take it in. Under the common law the public has the right to use the Caine Road route for wheeled traffic. Your Worship knows that there are at least three kinds of highway. There is a pathway for pedestrians, a bridle road for horses, and a carriage highway. It has been proved in evidence that the Caine Road route is a carriage highway and always has been a carriage highway. Jubilee Road was constructed at the public expense and by public subscription, as a memorial of the Diamond Jubilee of the late Queen Victoria. It was constructed by a private firm and handed over to the Government. I have read the report of the Director of Public Works, who said the road was specially designed for a carriage road. That road was formally dedicated to the public by Sir Henry Blaker, then Governor of the Colony, in 1902. Therefore, that road is a public highway for the use of carriages. Your Worship has heard in evidence that the Jubilee Road is more suitable for wheeled traffic, on account of its better gradients, corners and bridges, than the Pokfulam Road, which the Government has dedicated for the use of motor-cars, to the exclusion

of the Jubilee Road. It is a very remarkable fact that no accident has arisen from the use of motor-cars either on Caine Road or the Jubilee Road. My client, who is not only an expert driver, but an expert engineer, says these two roads are perfectly safe for motor-cars. By common law any person is entitled to use a public highway by proceeding along it in a carriage.

Mr. Bowley then proceeded to review shortly the history of motor car regulation in England. The Act of 1903, he said, did not prohibit the use of motor cars, but simply regulated their use. Section 3 of that Act laid down that no person should drive a motor car at a greater speed than 20 miles per hour along a public highway, and, under certain circumstances, at not more than ten miles. There is a general speed limit of 20 miles per hour, and local authorities are authorised to request the Local Government Board to make regulations restricting the speed to ten miles in certain places, and that is enforced in some of the crowded thoroughfares of some of the old towns of England, such as Kingston-on-Thames. It is safer to drive a car anywhere in Hongkong than through that market at ten miles an hour. The regulations under which this prosecution is brought are made under Ordinance 3 of 1903, section 7, which enacts that the Governor-in-Council may, from time to time, make bye-laws for the regulation of vehicles and such bye-laws, or substitute other bye-laws. Those bye-laws include the regulation of any and every class of vehicle. The Governor-in-Council has the power to regulate for all these vehicles, but the power must be reasonably used. If the power which the Governor-in-Council claims to exercise is used then by that reading of the Ordinance the Governor-in-Council can prohibit the use of any wheeled vehicle in the Colony. To regulate is not to prohibit. Traffic can be ordered to keep on one side of a road or to travel at a certain speed, etc., but there are a number of ways in which vehicular traffic can be regulated, and is regulated, in every civilised town. In this Colony the police and the Government prefer to take a short cut, and instead of attempting to regulate the motor car traffic, they find it easier to prohibit it entirely. The Ordinance itself is an Ordinance for the regulation of vehicular traffic, and it regulates vehicles. Section 3 refers to the passing of vehicles in the street, etc. This provision was the kind of regulation intended by the Ordinance.

Mr. Irving—What about the closing of certain streets to rickshas in Happy Valley?

Mr. Bowley—That Ordinance is an Ordinance which authorises the making of regulations for the closing of certain streets on special occasions, as on the day of the races, or a big Chinese procession. It also gives the police power to block certain streets at certain times on those days, but it does not enable the Executive Council to prohibit the whole of the traffic in any street of the town. Any regulation which purports to do that, I submit, *ultra vires*. If my argument is carried to its logical conclusion, no motor car would be entitled to use any of the highways of the Colony.

Mr. Kemp—My first reply is that your Worship has not the power to decide on the validity of a regulation made by the Legislative Council. The Council has certain legislative power given by the Crown, and has delegated certain powers to the Governor-in-Council. In this case it might be asked whether the exercise of this power comes within the terms of its power. The late Chief Justice said, "It is not for the Magistrate to say whether an Ordinance of the Council is *ultra vires*." This is a question as to whether the Legislative Council has exceeded its delegated powers. I submit that it is not for you to say whether the Governor-in-Council has exceeded his delegated power of legislation. Things in England are entirely different. There bye-laws are made by local bodies or by public companies, or by a central body for the joint use of the local bodies. They are not made by the general law. They are made by the general law. They are made by the general law. They are made by the general law.

The present case is an entirely different one. The Legislative Council has the whole power of legislation for the whole of the Colony, and you can no more decide whether the regulations passed by the Governor-in-Council are invalid than you can decide whether the legislation passed by the Legislative Council exceeds the powers given it by the Crown. All regulations are restrictions of the free use of the highways. I fail to see why a restriction as to place is more sacred than a restriction as to time. The Ordinance expressly gives power to the Governor-in-Council to revoke regulations or to substitute others. It is suggested that a regulation can only be revoked at the conclusion of a licence. That is not so. It is the commonest thing here for vehicles to be restricted from running on certain streets. The regulations made in April, 1911, restricted the running of motor cars in certain areas.

Mr. Bowley—Those streets are either too narrow or too steep.

Mr. Kemp—They are not too narrow or too steep. The temporary defence is that the law cannot be altered during the currency of a licence. It is said that value was given for the licences. That is misleading, as in this case all that was done was to charge a small fee for the licence, which was in no sense a value for the business which is carried on by means of the vehicles. It constantly happens that the law is altered during the currency of the licence, and no objection has ever been made, except on the barmaid question. In that case, the barmaid question was altered.

Mr. Bowley—They were endorsed on the back of the licence.

Mr. Kemp—Yes, but no guarantee was given that the Government must bind themselves to any condition. Proceeding, Mr. Kemp said: "The other defence is that there is an indefeasible right to use those roads as motor car highways, on the ground that they are carriage highways. A road becomes a highway by dedication, which may be limited or

general. Those roads have not been dedicated as motor highways. The conditions of the roads and traffic in Hongkong made the Executive Council think that these roads should not be dedicated as motor highways, and they have not been so dedicated. Motor cars are quite new to Hongkong, and there have been restrictions on the roads which motor cars have used, and I fail to see that there is any defensible right on the part of motor cars to use them. My friend objected on the question of reasonableness. I submit that this regulation is not unreasonable. We have had evidence from the defendant himself that there are a number of turns in the Jubilee Road. It is a matter of general knowledge. The Executive Council had material before them when they proposed this regulation, and possibly complaints and possibly reports to decide whether the regulation was reasonable, and it has been laid down that a regulation of this kind, made by a public body for the public, and not by a private company, shall be interpreted benevolently.

His Worship—I will give my verdict on Monday morning, at 11.30.

ANOTHER CASE.

Mr. Hind, who appeared for Hong Chai, before the Court on a similar charge, said he did not want to go through the same cross-examination as in the other case. The cross-examination would take some time, so he suggested, if he was to conduct a cross-examination, that the case should be adjourned.

Mr. Kemp—I have no objection to taking the evidence in the other case as being given in this case.

Mr. Kemp, however, after a consultation with Mr. Hind, pointed out that if one of the two parties happened to be aggrieved, they might wish to appeal, and there would be no evidence. Accordingly he could not agree to the arrangement.

Mr. Hind—That is so; I would like your Worship to fix as early a date as possible.

## THE JUBILEE ROAD.

Following is the Report made by the Director of Public Works on this road in 1903, quoted by Mr. Bowley in the case at the Magistrate's Court yesterday:—

The road and pathway, having been fully completed, were taken over by the Government in November, and will in future be maintained out of the revenues of the Colony.

The road commences at Kennedy Town and traverses the southern slopes of Mount Davis and the adjoining hills to Aberdeen, opening out *en route* a portion of the island which has hitherto been practically inaccessible. It is 5 miles long; has a width of 16 feet and is designed as a carriage road.

Leaving Kennedy Town, it rises for about a mile with gradients of 1 in 20 and 1 in 30 until it attains a height of about 180 feet above sea level. One of the conditions upon which the Military Authorities withdrew their opposition to its construction being that it should be kept 150 feet above the sea. Passing through a small gap adjoining a site acquired by the Military Authorities for gun practice, it falls at 1 in 30 until it reaches the 150 feet contour, when it is carried level round Sandy Bay to below Biance Villa. Another ascent at 1 in 30 is then made to a gap about 200 feet above sea level near Sassoon's Villa, at which point there is a cross road connecting it with the old road from West Point to Aberdeen, which is at a considerably greater altitude. From the gap it again falls at the same gradient to the 150 feet contour and then runs to the 150 feet contour and then runs to the 150 feet contour and then runs to the 150 feet contour.

There are 10 bridges, all of which are built of granite masonry, with brick arches faced with granite, the spans varying from 10 to 17 feet. All bridges and retaining walls are provided with parapet walls of granite masonry, whilst other parts of the road are protected by iron railings where necessary.

The pathway before referred to commences near the bridge across the main stream of the road from the Peak to Aberdeen and joins the Jubilee Road near the No. 10 Bridge already mentioned.

The work was carried out for the Committee by Messrs. Denison, Raim & Gibbs, engineers, Mr. L. A. Ping being the contractor. The total expenditure, including all charges, was \$115,272.27, the amount expended under the contract being \$103,146. These figures include the sum of \$324.25, which was paid by Government.

## THE ANGLO-JAPANESE BANK.

The accounts of this Bank for the year ended March 31st, show a net profit, after making provision for doubtful debts, of £11,346, making a total of £24,348. In view of the fact that the bank's investments show a depreciation on the cost price, the directors have transferred £15,000 to reserve, leaving £9,348, which it is proposed to carry forward. The directors state that there has been a substantial recovery in the market price of the investments since the date of the balance-sheet, and any depreciation is now covered by the amount standing to credit of the reserve account.

The P. M. s.s. *Korea* is carrying from Manila 3,500,000 high grade cigars, 3,500 bales of hemp, 300 bamboo hats, seven cases of Baliwag hats, 358 meters of just and pina cloth, 6 bales of kapok for life buoys and sundries, amounting to P240,000.

## HONGKONG SHARE MARKET.

Messrs. Vernon and Smyth in their weekly share report dated June 14th state:—

The local market has ruled much quieter during the past week, but rates with few exceptions, have been well maintained. London "Rubbers" are generally firmer, as is also Fine Hard Para at 4/9½ per lb., the closing rate, an advance of 2d. per lb. on the period under review. Discount rates close at 3 per cent. (Bank of England) and 2-8 per cent. open market rate. Bar Silver is firm at 28 5-10d. ready, 28 7-16d. forward, and Sterling T.T. at 2/0½. Shanghai T.T. is quoted at 72½.

BANKS.—Private advices report a further decline in Hongkong Banks to 283 10s. in London, and the local market is in consequence weaker at a selling quotation of 283½.

MARINE INSURANCES.—Unions have been looked at 2805, and Cantons at 2223, the latter closing firm with buyers at 2225.

FIRE INSURANCES.—China Fires have been looked at 2132, and Hongkongs at the improved rate of 2353 after sales at 2350.

SHIPPING.—Hongkong, Canton and Macao are a steady market at 27½ with sales, and no sellers at the close under 27½. Indo-Chinas have improved to 267 buyers, and Star Ferrys to 236 and 228 buyers for old and new respectively. China and Manilas are obtainable at 210½, and Douglases at 227. Shell Transports have recovered from the "bear" influence of a week ago, and are now in demand for London account at 107/6.

REFINERIES.—China Sugars have been sold at 207 at which the market closes with probable buyers. Luzons have improved to a buying rate of 233 after small sales at 231½ and 232.

MIXING.—Trunks are enquired for locally at 75/-. Chinese Engineerings can probably be obtained at 35/- and Ranks at 24. Heavwoods are on offer from London at 4/9.

DOCKS, WHARVES AND GODOWNS.—Hongkong and Whampoa Docks are easier with sellers at 247. Kowloon Wharves are procurable at 261, and Shanghai Docks at 215. New Amoy Docks have been looked at 26½ and more shares can be placed.

LANDS, HOTELS AND BUILDINGS.—Hongkong Lands are firmer with sales at 2100 and the probability of a few more shares obtainable at the rate of 2000. Kowloon Lands are wanted at 234 and West Points at 234. Humphreys Estates have again been looked at 27½ and are wanted. Hongkong Hotels are somewhat firmer with buyers at 2112 (old) and 273 (new).

CORROR MILLS.—Hongkongs continue on offer at 25, and the offer of a slightly lower rate would probably lead to business. Ewos have declined in the North to 21s. 6d. sellers.

MISCELLANEOUS.—China Borneos at 28½, and China Providents at 28½ are procurable in small lots. Cements have been done at 24½ at which rate there are now sellers. Union Water Boats have improved to 28½ buyers, and Ropes at 219½ buyers. Watsons at 24½ can be placed, and Watkins at the improved rate of 24½.

LONDON QUOTATIONS.—The following quotations (middle price) were received from London by wire to-day:—

Ledburgs ..... 53/0  
Linggis ..... 31/6  
United Serdangs ..... 102/0  
Sapongs ..... 25/-  
London Asiatics ..... 10/9  
E. & I. Trusts ..... 18/6  
Rubber Trusts ..... 10/9 premium.  
Trunks ..... 74/6  
Hongkong Electric Trams ..... 4/-  
Shell Transports ..... 110/-  
Chinese Engineering ..... 35/-  
Indo-Chinas ..... 140/-

## SHIPPING NOTES.

The startling fact is recorded by the medical officer for the Port of London that last year not a single vessel flying the American flag arrived in the Thames from foreign ports.

The British India Steam Navigation Co. (Apar Line) are including the str. *Porilla* in their Calcutta-Japan service. This fine steamer—only built last year—has excellent accommodation for sixty first-class (including a number of deck cabins) and thirty-two second-class passengers. She is equipped with electric light and fans, and a surgeon and stewardesses are carried.

A Japanese steamer called the *Yamato Maru* has been wrecked off the Amur coast. Eleven members of the crew and eight passengers were drowned. The Japanese steamer *Torayama Maru* on the 29th ult. capsized in a port of Japanese Saghalien. Of 85 persons on board 21 were drowned and the remainder were rescued by the Japanese warship *Yamato* and other vessels.

By a sad coincidence, the largest liner that ever sailed the seas has been wrecked in the year which marks the centenary of steam navigation. It was in August, 1812, that the *Comet*, the first European steamboat, commenced to ply between Glasgow and Greenock. Eight years (Glasgow and Greenock) later the little vessel was wrecked at the entrance to the Clyde—fortunately, without loss of life. A Glasgow shipbuilder presented the *Comet's* engines to the South-Kensington Museum in 1820. The second *Comet*, launched shortly after, had a still shorter life. Dr. Campbell Fraser, Emeritus Professor of Moral Philosophy at Edinburgh University, tells that he travelled to Inverness in this steamer during the summer of 1824. The vessel was wrecked in the following year, and more than sixty passengers were lost. Many of the victims hailed from the counties of Argyll and Inverness, and Professor Fraser alleged that "faith in steam as a motive force was for a time suspended in the Highland mind."

## INTIMATIONS

## DON'T LOSE YOUR HAIR



## CUTICURA SOAP SHAMPOOS

And occasional light dressings of Cuticura Ointment will prevent it when all else fails. Let us send you a liberal sample of Cuticura Soap and Ointment, free, if you have doubts about it.

Samples with 22 p. book free from nearest depot: New York, Dept. 22, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100.

## Chs. J. Gaupp &amp; Co.,

ALEXANDRA BUILDINGS,  
CHATER ROAD.

Always have on hand a very large complete stock of

## SCIENTIFIC AND SURVEYING INSTRUMENTS

(Transits, Levels, Plane Tables, Prismatic and Sight Compasses, Hand Levels, &c., &c.)

also

## DRAWING INSTRUMENTS AND MATERIAL

(T Squares, Set Squares, Straight Edges, Scales, Inks, &c., &c.)

AGENTS FOR—

W. F. STANLEY & Co., LTD.,  
LONDON.

E. R. WAITS & Son, LTD.,  
LONDON.

45

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BY USING THE LATEST AND MOST SCIENTIFIC APPLIANCES

in testing the sight for glasses. Your eyesight is the most precious of your senses and you cannot afford to jeopardize it by using incorrect lenses or ill-fitting frames. We are competent professionally, and we have the equipment to satisfy ourselves and to satisfy YOU what is best for your eyes. If a physician is needed we will so advise you. Lenses ground and polished on the premises.

CLARK & Co.  
SCIENTIFIC OPTICIANS  
WORK BLOCS, CHATER RD.  
HONGKONG



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NEW ADVERTISEMENTS

NOTICE.

THE OWNERS, AGENTS and MASTER will not be responsible for any Debt Contracted by any of the crew of S. V. "COMET" during her stay in port. STANDARD OIL Co. OF NEW YORK. Agents. Hongkong, 15th June, 1912. [823]

HONGKONG GENERAL CHAMBER OF COMMERCE.

NOTICE IS HEREBY GIVEN that a GENERAL MEETING of Exporters and Dealers in Chinese Produce will be held in the Old Chamber of Commerce Room, City Hall, on WEDNESDAY, the 3rd JULY, 1912, at 3.30 p.m. precisely, for the purpose of:

- (1) Considering the suggestion that it is expedient to form an Association of Exporters and Dealers under the auspices of the Hongkong General Chamber of Commerce.
- (2) If the suggestion be adopted, to elect a provisional Committee to frame for the approval of a General Meeting to be called hereafter the Rules and Regulations under which it is proposed such Association shall work.

The attendance of Chinese Merchants interested in Exporting is invited.

By Order, E. A. M. WILLIAMS, Secretary. Hongkong, 15th June, 1912. [824]

TO LET—FURNISHED.

For 4½ Months from 1st July. "TAIPING," No. 115, The PEAK, FIVE ROOMS. Apply MESSRS. PALMER & TURNER, Alexandra Buildings. Hongkong, 15th June, 1912. [825]

AGENTS Wanted for Sale of Christmas Greeting Cards. Samples free. MIDLAND PUBLISHING Co., Leamington, England. [817]

WANTED.

AFTER Midsummer, ANGLO-CHINESE MASTER, Thoroughly Competent in Chinese Translation, Composition, History, Text, Supervising, Discipline Essential. Liberal Salary Competent Man. Apply PEDAGOGUE, Care of "Daily Press" Office. Hongkong, 11th June, 1912. [810]

DOCTOR.

A duly qualified Surgeon, now in the Far East, offers his services free to any Steamship Company in exchange for passage home. Apply to—"DOCTOR," Care of "Daily Press" Office. Hongkong, 14th June, 1912. [820]

IN THE MATTER OF THE COMPANIES' ORDINANCE of Hongkong, and IN THE MATTER OF THE HIP ON INSURANCE, EXCHANGE AND LOAN COMPANY, LIMITED. (In Liquidation).

TAKE NOTICE that a MEETING of SHAREHOLDERS and CREDITORS of the above-named Company will be held at the Company's Office at the 2nd Floor, No. 25, Des Voeux Road Central, Victoria, TO-DAY (SATURDAY), the 15th day of June, 1912, at 12 o'clock NOON.

Business: To confirm the Resolution passed at a Meeting held on the 23rd day of March, 1912, appointing YOUNG PEE CHAI to be the Liquidator of the Company in the place of TAM TEE KONG and CHENG MAN PO.

Dated this 4th day of June, 1912. TAM TEE KONG, CHENG MAN PO, Liquidators. [793]

NOTICE.

MAN HING CHEUNG & Co., MANUFACTURERS and EXPORTERS OF HIGH-CLASS RATTAN and SEAGRASS FURNITURE, B. MBROO BLINDS, MATTING, &c., &c.

BEG to inform their Customers and the General Public that they have now REMOVED to No. 16, QUEEN'S ROAD CENTRAL, where they have a large Stock of Chairs, &c., &c., &c.

Prices Reasonable. Inspection Cordially Invited. Orders Promptly executed. Hongkong, 17th May, 1912. [721]

LIGHTERAGE.

THE HONGKONG AND KOWLOON WHARF AND GODOWN Co. undertake every description of lighter work, including transshipments in the Harbour, delivery to any water frontage in the Colony, and conveyance to Canton and West River ports. Small quantities handled and specially low rates quoted for large quantities. [423]

ENTERTAINMENTS

VICTORIA THEATRE.

PIONEER HALL OF ENTERTAINMENT IN THE CITY.

The Magnificent Film, "THE CRUSADERS."

NEXT WEEK, "THE WHITE SLAVE," THE TALK OF LONDON.

A Big Hit of the Eminent Artists, SAM GALE AND MYRA JAMES.

And Enormous Success of LITTLE SADIE.

MATINEES—SATURDAYS AT 4.30 P.M. SUNDAYS AT 6 P.M. Hongkong, 15th June, 1912. [158]

PUBLIC COMPANY

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

THE TWENTY-NINTH ORDINARY GENERAL MEETING of SHAREHOLDERS in the above Company will be held at the Company's Office, St. George's Buildings, 6, Connaught Road, Victoria, on SATURDAY, the 22nd JUNE, 1912, at NOON, for the purpose of receiving a Statement of Accounts and the Report of the General Managers for the year ending 31st December, 1911, and electing a Consulting Committee and Auditors. The TRANSFER BOOKS of the Company will be CLOSED from WEDNESDAY, the 19th JUNE, to SATURDAY, the 22nd JUNE, 1912, both days inclusive. SHEWAN TOMES & Co., General Managers. Hongkong, 11th June, 1912. [814]

AUCTION

G. R.

PUBLIC AUCTION.

PARTICULARS and CONDITIONS of the letting by Public Auction Sale, to be held on MONDAY, the 17th day of June, 1912, at 3 P.M., at the Office of the Public Works Department, by Order of His Excellency the OFFICER ADMINISTERING THE GOVERNMENT, of One Lot of CROWN LAND at the base of Morrison Hill, in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a CROWN RENT to be fixed by the Surveyor of His Majesty THE KING, for one further term of 75 years. [805]

PARTICULARS OF THE LOT.

No. of Sale	Locality	Boundary Measurements	Contains	Area	Annual Rent	Type Price
No. 1018.	At the base of Morrison Hill.	feet feet feet feet feet	24,700	680	20,000	about
As per scale plan.						

G. R.

PUBLIC AUCTION.

PARTICULARS and CONDITIONS of the letting by Public Auction Sale, to be held on MONDAY, the 17th day of June, 1912, at 3 P.M., at the Office of the Public Works Department, by Order of His Excellency the OFFICER ADMINISTERING THE GOVERNMENT, of One Lot of CROWN LAND adjoining Lot of CROWN LAND Nos. 591 and 593, in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a CROWN RENT to be fixed by the Surveyor of His Majesty THE KING, for one further term of 75 years. [811]

PARTICULARS OF THE LOT.

No. of Sale	Locality	Boundary Measurements	Contains	Area	Annual Rent	Type Price
No. 1019.	At the base of Morrison Hill and Park Road.	feet feet feet feet feet	24,700	680	20,000	about
As per scale plan.						

FOR SALE.

GAS COMPRESSOR with ELECTRIC MOTOR and FITTINGS. Will increase ordinary lighting power by 25 per cent. without extra cost.

Apply—MANAGER, "Hongkong Daily Press" Office. Hongkong, 13th March, 1912.

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LANE, CRAWFORD & Co.



ANDERSON'S

WATERPROOFS

\$13.50

EACH.

ZAMBRENE

RAINCOATS

\$28.00

EACH.

LADIES' RAINCOATS LANE, CRAWFORD & Co.

FOR SALE

BUILDING SITE FOR SALE. MOUNT GOUGH ROAD AT THE PEAK.

A SITE already formed—about 20,500 feet, 15 minutes from Tram Station, practically on the level the whole way. No Crown rent. Unique opportunity for acquiring a cheap site. Apply to—LEIGH & ORANGE, Princes' Building. Hongkong, 31st May, 1912. [776]

BUTTER. BUTTER.

WE are pleased to announce still FURTHER REDUCTION.

The following Prices now rule:—

"DAISY" BRAND ... 80 cts. per lb.  
"DAIRYMAID" ... 70 " "  
"BUTTERCUP" ... 68 " "  
"PASTRY" ... 65 " "

THE

DAIRY FARM CO., LTD.

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PEDDER St. (Hongkong Hotel Building). Dealers in

POSTAGE STAMPS, VIEW POST CARDS, FLOWER SEEDS, CIGARS, BOOKS, TOYS, &c. Just Received a Fine Selection of BABY DOLLS.

Also for Sale A few rare Chinese provisional Stamps of 1 cent POSTAL, 2 cent and 5 cent surcharged Cut Stamps. 452.

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A SOCIAL and POLITICAL NOVEL OF ABSORBING INTEREST. By CHAE J. HALCOMBE Formerly of the Imperial Chinese Customs Service. Author of "The Mystic Flowery Land," etc.

THE VOLUME which consists of 461 Pages, and includes a Sketch Plan of historical interest showing the disposition of the Forces at the battle of Kowloon, is dedicated to Sir ROBERT HART, G.C.M.G., and Dr. A. REYNOLDS. The description of Chinese Social Customs and Superstitions, combined with the insight it gives into political conditions in China, make "CHILDREN OF FAR CATHAY" an excellent volume for presentation to friends at Home. Well bound in Yellow Cloth with Chinese Emblem in Gold.

PRICE ... \$5.50

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(NEDERLANDS INDIA COMMERCIAL BANK). ESTABLISHED 1863.

Authorized Capital FL 15,000,000 (£1,250,000) Paid up Capital FL 12,401,050 (£1,033,421) Reserve Fund FL 3,252,157.01 (£271,013)

HEAD OFFICE: AMSTERDAM. HEAD AGENCY: BATAVIA.

LONDON BANKERS THE WILLIAMS DRAGONS BANK, SWISS BANKERS.

BRANCHES AND AGENTS all over the World.

THE BANK transacts every description of Banking and Exchange business, receives money in Current Account at the rate of 2 per cent. per annum on Daily balances and accepts Fixed Deposits at the following rates:—  
12 months 4½ per annum.  
6 months 3½ do.  
3 months 3 do.  
E. J. H. VAN DELDEN, Acting Manager, No. 8, Des Voeux Road Central. Hongkong, 17th May, 1912. [22]

YOKOHAMA SPECIE BANK LIMITED.

AUTHORIZED CAPITAL.....Yen 48,000,000 PAID-UP CAPITAL.....Yen 30,000,000 RESERVE FUND.....Yen 17,500,000

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INTEREST ALLOWED ON CURRENT ACCOUNTS Deposits received for fixed periods at rates to be obtained on application. TAKEO TAKAMICHI, Manager. Hongkong, 1st April, 1912. [443]

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL \$15,000,000 RESERVE FUNDS—STERLING \$1,500,000 at 2/—\$15,000,000 SILVER ... \$16,750,000 RESERVE LIABILITY OF PROP'ORS \$15,000,000

COURT OF DIRECTORS. E. SHILLIM, Esq.—Chairman. F. H. ARMSTRONG, Esq.—Deputy Chairman.

Depository of the U.S. Government in the Philippine Islands and the Republic of Panama. HEAD OFFICE: 60, Wall Street, New York LONDON OFFICE: 35, Bishopsgate, E.C. BRANCHES: Bombay, Calcutta, Canton, Cebu, Colon, Empire, Hongkong, Hankow, Kobe, Manila, Mexico, Panama, Peking, San Francisco, Shanghai, Yokohama.

CAPITAL AND RESERVE ... \$6,800,000 about £1,400,000 EVERY DESCRIPTION OF BANKING BUSINESS transacted. CURRENT ACCOUNTS opened on the usual terms. DEPOSITS RECEIVED, fixed for one year at 4 per cent. per annum, or for shorter periods, at rates which may be ascertained on application. BILLS NEGOTIATED and COLLECTED MAIL and TELEGRAPHIC REMITTANCES made. LETTERS OF CREDIT and DRAFTS granted on all the principal cities in the World. THE BANK'S CIRCULAR LETTERS OF CREDIT are available all over the World. COMMERCIAL LETTERS OF CREDIT issued. PURCHASE and SALE of Stocks and Shares effected. The Officers of the Bank are bound not to disclose the transactions of any of its customers' GEORGE HOGG, Manager.

9, Queen's Road, Hongkong, 23rd March, 1912. [225]

THE BANK OF TAIWAN, LIMITED.

(INCORPORATED BY SPECIAL IMPERIAL CHARTER).

Capital ... Yen 10,000,000 Capital Subscribed (paid up) ... Yen 6,250,000 Reserve Fund ... Yen 2,620,000

HEAD OFFICE: TAIPEI, FORMOSA.

BRANCHES AND AGENTS: Amoy, Anping, Canton, Foochow, Keelung, Swatow, Taipei, Tainan, Kobe, Tientsin, Nagasaki, Tokyo, Osaka, Yokohama, Shanghai.

HONGKONG OFFICE: 3, Des Voeux Road. Interest allowed on Current Accounts Deposits received on terms which may be had on application. K. TSUDZURABARA, Manager. Hongkong, 1st May, 1911. [637]

HONGKONG SAVINGS BANK.

THE Business of the above Bank conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. INTEREST on deposits is allowed at 3½ per cent. per annum. Depositors may transfer at their option balance \$100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FLEXIBLE DEPOSIT at 4 per cent. per annum. For the HONGKONG AND SHANGHAI BANKING CORPORATION, N. J. STARR, Chief Manager. Hongkong, 24th January, 1911. [120]

THE MERCANTILE BANK OF INDIA, LIMITED.

AUTHORIZED CAPITAL ... \$1,500,000 SUBSCRIBED ... 1,125,000 PAID UP ... 562,000 RESERVE FUND ... 365,000

HEAD OFFICE: 40, Threadneedle Street, LONDON, E.C. BRANCHES: Calcutta, Canton, Cebu, Colon, Hongkong, Kobe, Madras, Manila, Mexico, Panama, Peking, San Francisco, Shanghai, Yokohama.

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TO LET

TO LET.

BEACONSFIELD. Will be converted into a First Class Boarding House with Large Dining Room, Thirty Bedrooms and Eighteen Bathrooms. Plans to be seen at our Office. Apply—LINSTEAD & DAVIS, Alexandra Buildings. Hongkong, 20th March, 1912. [481]

HOUSE TO LET.

Furnished or Unfurnished. No. 37, FRENCH CONCESSION, Shamshien, Canton. From 1st July 30th September, 1912. Apply—G. DES GARETS D'ARS, Care of JARDINE, MATHESON & Co., Ltd. Hongkong, 31st May, 1912. [776]

TO LET.

GODOWN, No. 4, New Praya, Kennedy Town. Apply—THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD. Hongkong, 1st June, 1912. [1120]

TO LET.

OFFICES on 3rd Floor, Hotel Mansions facing Harbour. OFFICES on 1st Floor, Hotel Mansions. Apply to—HENRY HUMPHREYS, Alexandra Buildings. Hongkong, 12th March, 1912. [388]

TO LET.

66 A BEETHOLWYN, Peak Road, 1st July next. SHOP with GODOWN attached, Nathan Road, Kowloon. KOWLOON MARINE LOT No. 48 with WHARF. Apply to—HUMPHREYS ESTATE & FINANCE Co., Ltd. Hongkong, 30th May, 1912. [525]

TO LET.

OFFICE in Alexandra Buildings. Apply—A. S. WATSON & Co., Ltd., Alexandra Buildings. Hongkong 26th February 1912. [367]

TO LET.

OFFICES in KING'S BUILDING. RANFURLY, 11, Conduit Road. From 1st June. Apply—THE HONGKONG LAND INVESTMENT AND AGENCY CO., LTD. Hongkong, 1st June, 1912. [121]

TO LET.

ON 2ND FLOOR, No. 2, PEDDER STREET, TWO-ROOMED OFFICE, entry on or about 1st June. Apply Property Office, JARDINE, MATHESON & Co., LTD. Hongkong, 23rd May, 1912. [733]

TO LET.

NO. 12, BEACONSFIELD ARCADE, First Floor. No. 13, BEACONSFIELD ARCADE, First Floor. 1 LARGE GODOWN in No. 34, Duddell Street, 1st Floor. 1 SMALL GODOWN in Duddell Street (Godown D). "ROGATE" Austin Road, Kowloon, from 1st April. For Sale, "HARTING and ROGATE" on part of Kowloon Island Lot No. 1154. For Sale with or without Furniture, "TOR CREST," No. 8, The PEAK, with Tennis Court. Commanding a magnificent view of the Harbour and Adjacent Islands. Apply to—LINSTEAD & DAVIS, 3rd Floor, Alexandra Buildings. Hongkong, 8th June 1912. [122]

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NO. 12, BEACONSFIELD ARCADE, First Floor. No. 13, BEACONSFIELD ARCADE, First Floor. 1 LARGE GODOWN in No. 34, Duddell Street, 1st Floor. 1 SMALL GODOWN in Duddell Street (Godown D). "ROGATE" Austin Road, Kowloon, from 1st April. For Sale, "HARTING and ROGATE" on part of Kowloon Island Lot No. 1154. For Sale with or without Furniture, "TOR CREST," No. 8, The PEAK, with Tennis Court. Commanding a magnificent view of the Harbour and Adjacent Islands. Apply to—LINSTEAD & DAVIS, 3rd Floor, Alexandra Buildings. Hongkong, 8th June 1912. [122]

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TO LET.

NO. 12, BEACONSFIELD ARCADE, First Floor. No. 13, BEACONSFIELD ARCADE, First Floor. 1 LARGE GODOWN in No. 34, Duddell Street, 1st Floor. 1 SMALL GODOWN in Duddell Street (Godown D). "ROGATE" Austin Road, Kowloon, from 1st April. For Sale, "HARTING and ROGATE" on part of Kowloon Island Lot No. 1154. For Sale with or without Furniture, "TOR CREST," No. 8, The PEAK, with Tennis Court. Commanding a magnificent view of the Harbour and Adjacent Islands. Apply to—LINSTEAD & DAVIS, 3rd Floor, Alexandra Buildings. Hongkong, 8



SHE WENT TO PRISON  
FOR THE CAUSE.BUT SAYS HOME AND CHILDREN ARE  
MORE TO A MOTHER THAN VOTES.

## A CHAT WITH MRS. WORTHINGTON.

Among the supporters of the "Votes for Women" movement in England Mrs. Kate Worthington, of Preston, is a prominent figure. In a chat with Mrs. Worthington at her home recently, a representative learnt that she was one of the first to suffer imprisonment for her interest in the cause.

Mrs. Worthington stated:—"I should now be active in the cause but for a domestic event, and in spite of what detractors say, we suffer, get wives and mothers still put our home and families first."

"Some months ago," proceeded Mrs. Worthington, "my baby was born, but I did not make a good recovery. My strength refused to come back, and I was tired from morning to night. My head felt as though it would burst, and the smallest trifles in the house upset me."

"Then my appetite failed, and a dragging pain settled in my back. Any time during the day I could have dropped off asleep. My nerves were unstrung, and treatments, tonics and such-like were doing me no good."

"Fortunately I was advised to give Dr. Williams' Pink Pills a trial. Almost from the first I began to feel hungry, and food tasted good. Then I gained strength, and could get about my home duties without feeling done up. My nerves, too, were steady, and my head felt better."

"The pains across my back grew easier as I continued Dr. Williams' Pink Pills, and it was quite easy to tell that these pills were just what I needed. Soon I felt made all over again, full of health and spirits, able to look after my home and three little ones with ease. I shall be only too glad if my experience proves helpful to any woman who is 'run down' or weak."

Nine women out of ten suffer from disorders of the blood and nerves, and to all such there is special value in Dr. Williams' Pink Pills for Pale People. By creating new, rich blood, and thus giving nourishment to the nervous system, these pills have cured in both sexes anaemia, debility, malaria, indigestion and rheumatism. Of medicine vendors everywhere, they are also obtainable from the Dr. Williams' Medicine Co., 24, Szechuen Road, Shanghai, one bottle for \$1.50, six for \$8 post free. Mrs. Worthington's address is 54, Wolsley Road, Preston, England.

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SEASON!  
JUST RECEIVED.STYLISH Bathing Dresses and  
Caps.Finest Voiles, Striped, Flowers  
and Fancy.Finest Muslins, Plain and  
Dotted.Embroidered Materials, &c., &c.  
You will find our range incomparable for  
Quality, Style and Prices.

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Hongkong, 13th May, 1912.

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Macassar  
Oil  
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resembles the natural oil in the hair,  
which nature provides for its preservation.  
No other article possesses this property.  
Without it the hair becomes dry, thin, and  
withered. Row hair mars the effect of  
a beautiful face. Good hair adds charm  
and interest to a plain one; every Toilet  
Table should possess this oil.

**LADIES** should always use it for their  
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as it lays the foundation of a luxuriant  
growth. Golden Colour for fair hair.  
Oil Scent, Camellia, and ROWLAND'S.  
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cheap worthless imitations—buy only  
Rowland's.

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STONE CRUSHERS,  
ROLLING MILLS.**

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(Germany).  
Export to all parts of the Globe.  
Catalogue No. 203 free of charge.

## THE UNREST IN PORTUGAL.

The Times of the 13th ult. in a leading  
article says:—

The recent reports of our Correspondents at Lisbon and Oporto indicate the continuance of a good deal of social and political unrest in Portugal. Ineffective Royalist raids, strikes, mob outrages by Carbonarios, religious repression, and persecution of Royalists—all these are but symptoms of that ancient and deep-rooted sickness of the body politic to which bear witness two centuries of Portuguese history. The internal conditions of the country, no less than the activities of its politicians, emphasize the fundamental truth that the character of a people is not to be altered by a change in the local habitation and name of its Government. To blame the Republic for the unrest and discontent which undoubtedly prevail in Portugal, as is already the fashion in certain quarters, is unwise and unjust. No disinterested person can seriously maintain that this long-suffering people stands to gain anything, in material or moral welfare, by the restoration of that corrupt and feeble order of affairs which brought the Monarchy into disrepute. It may be true that many of those who control the affairs of the Republic are no better than the Ministers of King Carlos and King Manuel; and that some of the political "bosses" of Senhor Affonso Costa's Radical following are even more undesirable than the *carregados* of the old dispensation; but this is an argument which, though it points the need for further reform, entirely condemns the method of revolution. For the permanent amelioration of the State of Portugal, it is necessary that the people at large now yearly indifferent to the proceedings of all politicians, should be taught to take an active and intelligent interest in their own government; and it is devoutly to be hoped that the efforts of all patriotic citizens and the influence of Portugal's friends may be directed towards the establishment of a *regime* of moderation and steady constructive work. The aggressive and predatory Socialism which is identified with the name and predominant influence of Senhor Costa, wild experiments in legislation, vindictive persecution of Royalists, and drastic suppression of religion, have all combined to damage the Republic in the eyes of many patriotic Portuguese, and to give rise to fears for the continuance of the existing *regime*. A certain amount of violence, a certain degree of haste, were things to be expected as natural consequences of the Revolution, but in the opinions of sober men like Senhor Antonio José d'Almeida, in the attitude of the army, and in the utterances of the Press, there are hopeful signs of a reaction against the forward policy of the militant Socialists, and especially against their toleration of lawlessness and violence.

Two questions have contributed to damage the advanced Republicanism of Senhor Costa's party—first, the unnecessarily drastic nature of his law for the separation of Church and State; and, secondly, the arbitrary arrest, illegal detention, and inhuman treatment of political opponents and suspects. Public opinion in Portugal, even in the Republican Press, has expressed severe criticism of the Government's action in both these matters. The Separation Law is a popular even with those classes which have been frankly opposed to Clericalism. Strictly speaking, it is not a law of separation at all, for while it confiscates all Church property for secular purposes, it places all religious observances under official direction. This, in practice, means that religious worship is controlled by the local Republican Committees—that is to say, by bodies consisting largely, if not exclusively, of free thinkers. In the name of Portugal's newly-found liberty, priests are forbidden to wear ecclesiastical dress in the streets or to say Mass without authorization; religious festivals, from time immemorial associated in the minds of the peasantry with holidays and social gatherings, have been suppressed; the harmless parish priest, generally beloved of his congregation, has come under much the same ban as the Jesuits and other politically-suspect religious orders. These things have raised opponents, where a little tact would have won supporters, for the new *regime*.

The persecution of the Royalists, though loudly applauded by the Carbonarios, appears to be even less popular than the repression of religion. It may fairly be assumed that its most violent manifestations have been due rather to panic in the Republican camp than to any fixed policy of vindictiveness in official circles; and the fact that recent Press criticisms on the subject have not led to a recurrence of Carbonario outrages points to a general and timely revulsion of feeling. With regard to the disgraceful and much criticized condition of the prisons, the Government, while practically admitting the main facts, throws the blame on the Monarchy. It is possible that financial considerations have been sufficient to delay those prison reforms which, amongst others, the Republic was pledged to carry out; but if this be so, there was evidently all the more reason for the Government to abstain from wholesale arrest of persons against whom there was no evidence and from prolonged detention of suspects without trial. The flagrant injustice of these proceedings has since been demonstrated in the undeniable innocence of many of those who for months were confined in foul and overcrowded dens, worthy of the Middle Ages. *Per contra*, the Government of the Republic deserves credit for the sincere zeal it has displayed in the cause of public education—wherein lies the only hope of relief from chronic unrest—for improvement in the terms of military service, and for a general betterment in the frequently deplorable condition of the labouring and artisan classes. The public services, with the exception of the police, appear to be somewhat more efficiently administered than in the past. It is true that the activities of the demagogue and the destructive Socialists have been unpleasantly conspicuous since the passing of the Monarchy, but there is ground at least for hope that these are but the froth and foam which come to the surface after strong winds of sudden change, that the common sense and patriotism of the Portuguese are gradually asserting themselves, and that the nation will require from its leaders more moderate and equitable type of Republicanism.

WM. POWELL,  
LTD.

TELEPHONE 346.

## TABLE.

## GLASS WARE

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STOCK SUITES CAN ALWAYS BE MATCHED.

MODERATE PRICES.

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## GARNER, QUELCH &amp; Co.,

WINE MERCHANTS,

DES VŒUX ROAD CENTRAL,

TELEPHONE 636.

Supply the Highest Quality WINES, SPIRITS, CIGARS  
AND CIGARETTES obtainable, consistent with price.All Wines and Spirits bottled in Europe by Shippers of  
World-wide reputation.THE NEW JAPANESE BATTLE  
CRUISER.

The Japanese battle cruiser *Kongo*, which was launched by Mm. Koike last month from the Naval Construction Works of Messrs. Vickers (Limited) at Barrow-in-Furness, will have a displacement of 27,500 tons, with a length of 704ft., a beam of 92ft., and a draught of 27ft. She is one of four sister ships, the other three of which, the *Higai*, the *Haruna*, and the *Kirishima*, are now under construction in Japan. The *Kongo* is the heaviest battle cruiser yet built.

The propelling machinery of the vessel is calculated to develop about 70,000 horse-power, and to drive her at a speed of at least 29 knots through four three-bladed propellers of manganese bronze. It consists of two independent sets of engines, separated by a central longitudinal bulkhead, and each forming a complete unit with its own auxiliaries. Each set comprises a high-pressure and a low-pressure turbine, the former driving the outer shaft and the latter the inner one in each case, and on each shaft, aft of the ahead turbine and in the same casing, there is an astern turbine—high pressure on the outer shafts and low pressure on the inner—so that all four screws can be used for reversing. The high-pressure turbines, both ahead and astern, are of the Parsons combined impulse and reaction type, while the low-pressure ones are of the reaction type. Steam is supplied to the turbines at a pressure of 205lb. per sq. inch from 30 water-tube boilers of the Yarrow large-tube pattern, placed in eight separate compartments, four on each side of a longitudinal bulk-head. Arrangements are made for burning both coal and oil; the capacity for the former is 4,000 tons and for the latter 1,000 tons. The system of forced draught with closed stockholds has been adopted, the draught being furnished by 34 fans driven by double-acting steam engines. There are three funnels and two masts.

The main armament consists of eight 14in. guns mounted in four barbettes along the middle line of the ship, two of these being forward of the funnels and two aft of them. The bow barbette is on a lower level than the barbettes immediately aft of it, and similarly the stern barbette is lower than that immediately forward of it, so that four guns can be fired ahead and four astern. All of them can be fired on either broadside. For the secondary armament there are 16 6in. guns, eight on each side, arranged in casemates on the upper deck level, and also 10 smaller guns, together with a large number of submerged broadside torpedo-tubes. The armour is unusually heavy. The main belt extends considerably below the water-line, and under it there is an auxiliary belt. The main broadside armour is carried to the height of the boat deck, which is continued on the same level as the forecastle, constituting a gun-citadel into which the casemates of the 6in. guns are worked. An armoured deck encloses the ship from one end to the other at the level of the top of the side armour, and there is another armoured deck at the water-line level. Vital parts, such as the magazines, are completely encased by special steel.

The main requirements of the design as regards speed, radius of action, armour, and armament were laid down by the Japanese naval authorities, but it was left to the builders, through their naval constructor, Mr. T. G. Owens, to fulfil those requirements in the most economical manner in respect of size, first cost, and cost of operation.—*The Times*

## The Voice of the Physician.

Glasgow, 6th June, 1911.  
"Plasmon Oats impressed me greatly from the point of view, and are really the best of the oats family."

—M.B.  
ANALYSIS CANNOT LIE  
and Analysis proves that

PLASMON  
OATS

are Scotland's Best — "Enormously increased in food value by the addition of Plasmon."—*Lancet*.  
PORKBONE IN PERFECTION.  
A minute's boiling only.  
PLASMON is used by the ROYAL FAMILY.  
—PLASMON LTD., London, England.

CLARKE'S  
B. 41.  
PILLS.

A warranted cure for all  
acquired or constitutional Dis-  
charges from the Urinary Organs  
in either sex. These famous Pills  
also cure Gravel, Pains in the  
Back and all Kidney Disorders.  
Free from mercury. Forty  
years' success. Sold by all  
Chemists and Storekeepers  
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KANANGA  
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TOILET WATER**

Beware  
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FINE TUNING INCLUDED.

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REPAIRSLow Rates for  
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CHEAP and

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## SAINT-RAPHAEL

TONIC, RESTORATIVE, DIGESTIVE WINE  
Very palatable.

Known throughout the world and prescribed in all cases of  
Anemia, Debility and Convalescence, to young women children  
and the aged, invaluable in hot climates.

DOSE: One wine-glass after the two principal meals.

Each bottle of genuine VIN SAINT-RAPHAEL bears, in addition  
to the registered trade-mark:

(1) The WARRANTY STAMP OF THE UNION DES FABRICANTS.  
(2) A METAL SEAL advertising CLETEAS.

**CLETEAS** is a MELISSA and MINT cordial  
which surpasses all others by its  
purity and faultless preparation. To be taken on a lump of sugar.  
COMPAGNIE DU VIN SAINT-RAPHAEL, Valence (Drôme-France).

AGENTS: CALDECK, MACGREGOR &amp; Co., HONGKONG.

LIFE WITHOUT HEALTH IS LIVING DEATH.  
VETARZO BRAIN AND  
NERVE FOOD

This remarkable compound, the latest discovery of modern times, is without equal in all cases of defective nerve and brain power, whether induced by worry, overwork, dissipation, or other inducements. Sleeplessness, palpitation, defective circulation, nervous depression, loss of energy, low spirits, mental and bodily prostration, want of confidence, general debility, premature decay or inefficiency of the vital forces, loss of vitality, harassing dreams, restlessness that can settle to nothing, irritability of temper, female complaints, hysteria, headache, bearing down sensations, wasting diseases, consumption, night sweats, muddy, high-colored water, &c., are all so many different phases of brain and nerve wreckage and exhaustion, the cause of by far the greater portion of the misery, ill-health, and dependency by which we are confronted on every hand, that can only be successfully combated by the use of this wonderful and highly scientific preparation. Bracing up the system generally, it gives tone to the exhausted nerves, arrests all weakening wasting discharges, restores the failing energies, and imparts new life and vigor to those who had so recently seemed played out, used up and valueless. Bottles Price 2s. 6d.

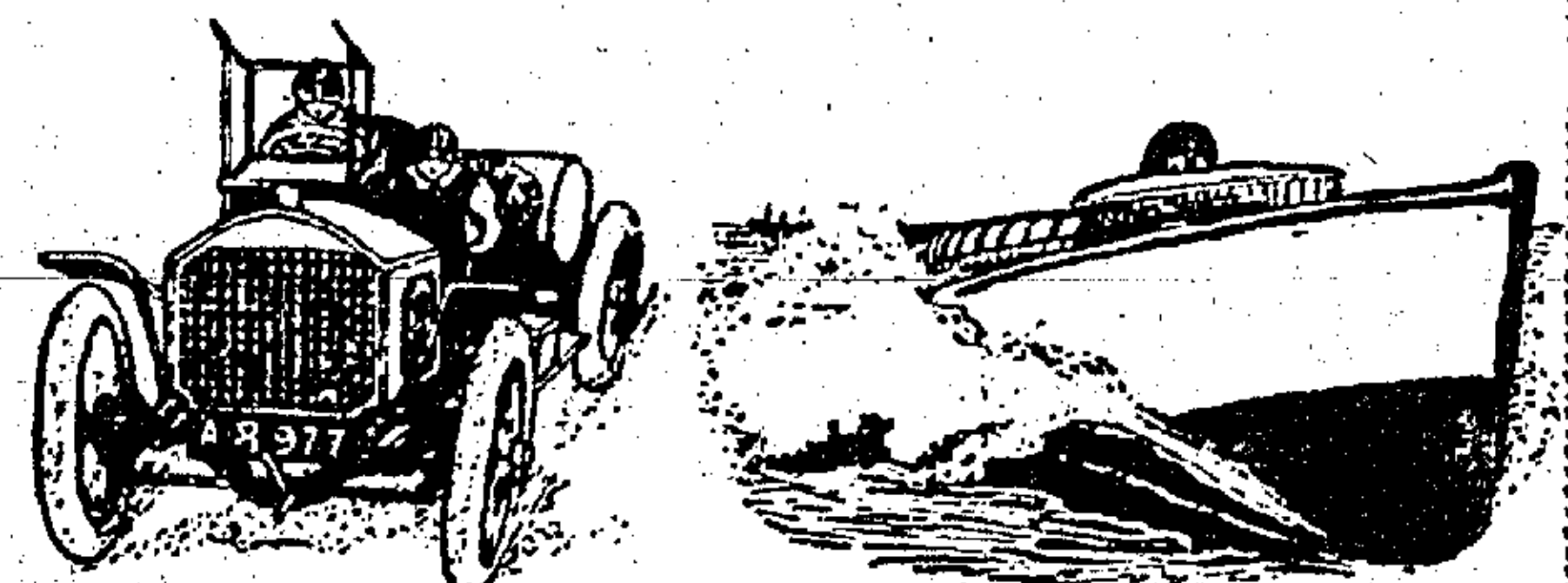
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VETARZO BLOOD  
MEDICINE

Never before was there anything like it, nor can its marvellous properties ever be equalled in all cases of poorness, impurity, or other imperfection of the blood from whatever cause arising. No matter if it is infused into the system then it permeates and penetrates to the minutest capillaries, overcoming and expelling disease, whereas over and in whatsoever form it acts with; removing all blotches, pimples, scurf, scurvy, scrofulous and glandular swellings, discolorations, roughness and unsightly patches, &c. Its effects are almost magical in the treatment of gonorrhea, rheumatism, sciatica, lumbago, pains and swellings of the joints, discharges, blood poison, eczema, leprosy, psoriasis, bad legs, bad breasts, ulcers, skin diseases, wounds, sores, gonorrhea or Derbyshire neck, improves the general health, and quickly removes long-standing bronchitis, asthma, and hacking, spasmodic cough, too often the precursor of consumption. Bottles Price 2s. 6d.

Send stamped addressed envelope for free booklet, or P.O. 2/6 for trial bottle of either medicine, to THE VETARZO MEDICINE CO., LONDON. Unprincipled vendors may try to sell you something else for extra profit—do not accept it, but insist on having VETARZO. The genuine has the words "VETARZO REMEDIES" on Government Stamp.  
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ON ROAD OR OCEAN SWELL  
YOU CAN BET YOUR BOTTOM DOLLAR



EFFICIENCY WITH ECONOMY ITS PERFECT PURITY THAT'S THE POINT

THE MOTOR SPIRIT

THE ASIATIC PETROLEUM CO. LD.

1136







## A Captain in Kitchener's Scouts



## Nervous Breakdown, Paralysis—

The master force which conquered the most perilous afflictions and enabled him to endure amazing hardships, says Captain Henderson, is derived entirely from Phosferine. Exposed by his adventurous life to an extraordinary series of misfortunes, from being disabled in action, to sunstroke, enteric fever, and paralysis of the legs, this gallant officer was yet able, entirely owing to the aid of Phosferine, to leave the hospital and fight through to the end of the Boer War. Under blows which make men reel and fall, Captain Henderson was so upheld by the vitalising and bracing qualities of Phosferine, that actually on his return home he was robust and vigorous enough to win four military prizes in one day, including the famous Victoria Cross Cup!

## Cured with Signal Success.

Captain D. E. Henderson, 1, Manno Avenue, Clontarf, Dublin, writes:— "During the late Boer War, I had a severe shock from lightning, and an injury to the spine through my horse being killed in action and rolling on top of me. In India, some years previously, I had an attack of sunstroke, and was five months in hospital with Enteric Fever. These troubles told upon me, and ultimately resulted in a complete nervous breakdown when in Pretoria. I was admitted to hospital when I had lost the use of my legs. I was treated for neuritis and sent out only partly cured, and then started taking Phosferine systematically and regularly. The benefit I received was marvellous; in two months time I was back in the field and fought right through until the end of the war. Owing to a great financial loss, which preyed on my mind, I had a second breakdown, and the doctor told me that I would probably be paralysed for life. I thought again of Phosferine, and after using it about three weeks my strength gradually returned and the frightful depression and weakness left me. The proof of which is that, in the military sports, I won four prizes in one day, including the Victoria Cross Cup."—July 14, 1911.

## PHOSFERINE

## THE GREATEST OF ALL TONICS

A PROVEN REMEDY FOR  
Nervous Debility, Indigestion, Sleeplessness, and all disorders consequent upon a reduced state of the nervous system.

**The Royal Tonic**  
Phosferine has been supplied by Royal Commands  
To the British Royal Family, H.M. the Empress of Russia, H.M. the King of Spain, H.M. the King of Greece, H.M. the Queen of Roumania, and the Principal Royalty and Aristocracy throughout the world.  
Price in Great Britain: Bottles, 1/11, 2/6 & 4/6. Sold by all Chemists, Grocers, &c.  
The 2/6 Size contains nearly four times the 1/11 size.  
PROPRIETORS—ASHTON & PARSONS, LTD., LONDON, ENGLAND.

## MONTERRAT

A simple kindly flavour, gently stimulating the healthy processes of the body, is characteristic of Montserrat Lime Juice. Made only from cultivated limes. It is the most natural and perfect drink for constant use in hot weather.

Supplied in two forms: Unsweetened, i.e., Pure Lime Juice. Sweetened, i.e., Lime Juice Cordial.  
Sold by all leading Storekeepers.

## Get Rid of Your Stomach Troubles

Sufferers from stomach irregularities are kept painfully conscious of having a stomach. If such poor sufferers can only be induced to TAKE STOMALIX, the digestion remedy so long known throughout Europe, they will soon be rid of any reminders that they have a stomach.

The distressing accompaniments of Bad Digestion will disappear—Headaches, Backaches, Heart Palpitations, Vertigo, Flatulency, Nausea, Sleeplessness, Bad Breath, Anemia, Constipation, etc.  
No matter how obstinate your case has been, a trial of the agreeable, safe and marvellous

## STOMALIX

will bring you back your normal stomach. It has cured cases of many years' standing. A trial bottle will convince you. For Sale by all Druggists.  
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**"SHACKELL"**  
**"SEAL" RED PRINTING INK**  
IS ABSOLUTELY THE BRIGHTEST RED ON THE MARKET.  
SAMPLE GRATIS  
**SHACKELL EDWARDS & CO., LTD.**  
PRINTING INK MAKERS.  
ESTABLISHED 1786.

HEAD OFFICE—5, RED LION PASSAGE, FLEET STREET, LONDON, E.C.

## THE MATE OF THE "PARAWAN."

BY STANLEY PORTAL HYATT.

Hunter's Hotel consisted of a large and grimy room and a number of small and equally grimy cubicles on the first floor of an old Spanish house in the Calle Pizarro, one of the back streets of Manila. You could get nothing to eat in "Hunter's," and nothing to drink, except iced water; but on the ground floor there was a German bar, where questionable liquor was retailed at cut-throat prices; whilst, across the street, next to Ah Lung's "Select Sanitation Laundry," in which a New York Jew supplied meals of a sort at half a dollar each, or twelve for five dollars. Max if you paid in advance. Ah Lung was the only man in the Calle Pizarro who gave any credit; but then his customers lived in a very different part of the town. Had he depended on the guests in the hotel, it would hardly have paid him to bribe the immigration officer to admit those three new assistants of his.

The sitting room in "Hunter's" was always gloomy, for the houses on the other side of the narrow cobbled street shut out all the direct sunlight. Its furniture was simple, consisting merely of half-a-dozen rough tables and a score or so of chairs; whilst, in place of the pictures, there were framed copies of the rules, which began and ended with the statement that beds must be paid for when booked. In one corner lay a pile of soiled magazines and papers, and littered about the tables were shabby draught boards and battered chessmen.

"Hunter's" guests were generally in keeping with the room. They were mostly men down on their luck, ex-soldiers and sailors, out-of-work teamsters and contractors' clerks, representatives of the crowd of adventurers which had come out with the Army and had been left stranded when the war was over. As a rule, they stayed indoors during the day, for Manila is a suburb of the inferno, and they had all learnt the folly of raising a thirst when you lay on your beds in the stuffy little cubicles and gasped, whilst the others squabbled languidly over games of draughts, or turned the ragged pages of those ancient magazines and growled at the dullness of their contents.

Mr. John Page, the former mate of the *Parawan*, sat at the window of "Hunter's" sucking an empty pipe and gloomily watching Ah Lung's assistants plying their irons. He was not in pleasant temper, and his expression grew, as he saw his sibil, even less amiable when he saw his late skipper come down the Calle Pizarro and turn into the doorway of the hotel.

"Well," he growled, as the other dropped into a chair beside him, "is there anything fresh?"

The skipper drew a newspaper out of his pocket, unfolded it, and pointed to a paragraph marked in blue pencil. "Yes," he said grimly. "There is something fresh. There's that."

The mate grunted. "Let's see," he said, holding out his hand; then his lips tightened a little as he read: "Captain Wilson, of the Hongkong salvage steamer *Grappler*, reporting on his way up from San Bernardino he passed the wreck of the *Parawan*, and that, contrary to expectations, she has not broken up; and he considers that, now the monsoon has changed, will be possible to save her."

Our readers will remember that the *Parawan*, one of the new four-hundred-ton coastguard steamers, was wrecked on the coast of Palapog a few weeks ago. The officers and crew took to the boats, and were picked up soon afterwards by the transport *General Sherman*. Palapog is an uninhabited island forming the most easterly outlier of the archipelago. We understand that Captain Wilson's news has led to a further postponement of the inquiry into the loss of the vessel. Captain Tomlinson and Mr. Page, the mate, are still in Manila, awaiting the finding of the court.

The mate folded the paper, and crammed it into the pocket of his soiled white jacket. "Here's one who isn't going to wait," he said. "I'm off to Hongkong."

The skipper laughed harshly. "Do you think they would let you go? Don't be a fool, man. If you try and bolt they'll clap you both in goal, and he lowered his voice, "you know whether we should be likely to get out when they had saved her. It would be a good deal more than a court of inquiry then."

The mate had gone very cold, but there were big beads of perspiration on his forehead. "We could slip aboard a tramp without their knowing," he muttered.

Tomlinson shook his head. "They watch the water-front too closely. They don't suspect us yet, I'm sure of that; but they would if we tried to leave. They won't mind us taking a trip to one of the island ports, though—Cathalogan, for instance."

"What do you mean?" demanded the mate. The skipper leaned forward. "I mean to get on board the wreck first. It's our one chance. We can go down to Cathalogan and run on to Palapog in a native boat."

Tomlinson handed him a couple of cigars. "Don't lose your temper, Page," he said. "It won't help us. Yes, I worried some cash out of Carlos Dagujob, who got us to go in for this in the first case. He didn't like parting, but I put the screw on him. . . . Of course, as she hasn't broken up, there's a chance we'll pull through after all, and get the whole of our money."

Mr. John Page laughed scornfully. "A precious poor chance. I was a fool ever to agree to help you."

"And I was a fool to ship a drunken brute as mate," retorted the skipper. "You piled her up there, you can't deny that."

"And you abandoned her, instead of standing by an burning her, or getting rid of the evidence some other way," growled the mate. "You said she was sure to go to pieces."

"So I thought she would, until I read that to-day. Then I went to the Coast-guard Bureau, and saw the chief. He says she seems to have lifted right on top of the reef, and to have settled down in the soft coral, almost on an even keel. He was most civil, and says if they get her off, he'll see we don't lose our tickets," and he laughed mirthlessly.

The mate grunted. "I don't see what you had to laugh about. Did you tell him we wanted to go to Cathalogan?"

"Yes, I said old Don Pedro, who owns the *Cervantes*, had told me we could put in our time aboard her if we liked; and the chief said he didn't mind so long as we were here for the rest sitting of the court. He knows there's no fear of our getting out of the archipelago. . . . The *Cervantes* sails to-morrow. With any luck she will be in Cathalogan on the 15th, and we ought to be aboard the wreck by the 18th. I suppose you can be ready in the morning?"

"I suppose I can," answered the mate, sulkily, then he held out a rather uncleanly hand. "Give me some of that money. What, twenty pesos? That won't even get my gear out of pawn. Give me fifty, at least."

The skipper sighed. "We shall have to go carefully on it." "I thought you said we should get the whole lot, after all," retorted the mate, whose confidence had returned at the touch of the bank-notes. "Why, we've lots of time. The *Grappler* is the only salvage boat in port, and Wilson has got another job on, that collier in the Straits. I don't mind if they take away my beastly Yankee ticket, so long as we get the money. I should go home and take a pub I know of in Weymouth, down by the waterside, where those Jersey boats lie."

The skipper sighed again. "I shall be content to scrape out of it any way, just to dump the stuff overboard and clear."

Mr. John Page sneered. "Bah! you've lost your nerve." That same evening, Captain Wilson, of the salvage steamer *Grappler*, was sitting with his agent's managing clerk, at one of the little tables in the Orpheum, the music hall of Manila, where the Army and Navy and mercantile marine congregated nightly to drink weak beer of local manufacture and listen to six-month-old songs from the lips of brightly-laden ladies who have been imported at great expense, though apparently with only half their wardrobes, from Australia and the China coast.

"I'm glad we got it fixed," Wilson said during the lull following a song on the seemingly inexhaustible subject of Maissie. "I suppose there are no insurgents or ladrones or similar hard characters who are likely to interfere with me?"

The other shook his head. "No. The place is quite uninhabited, and, anyway, the insurgents—the insurgents, you know—are lying very low just now. The Americans have given them a good deal of what they asked. Half the governors of the islands are Filipinos. Still, I should never trust them. They are all brigands by nature, and are never really happy unless they have their bolos, those abominable two foot long knives, in their hands. . . . Of course, a party might come over to loot the *Parawan*, now the monsoon has changed, so I should lose on time, if I were you."

A half-caste at the next table, who had been watching some acrobats on the stage very attentively, leaned forward slightly, apparently to get a better view. "I shouldn't waste any time," Wilson answered. "I shall leave the other job and do this one first. I can get out the day after to-morrow, and he down at Palapog on the 17th or 18th."

The half-caste dropped his cigarette into the ash tray and lighted a fresh one with a rather shaky hand, then he applauded the acrobats so vigorously that Wilson's companion turned around. "Hullo, Señor Dagujob, I didn't expect to see you here! A grave government official like yourself should have other things to do."

Carlos Dagujob got up with a laugh. "I can't be at work all the time, señor. I came in to-night to see those acrobats, as I was told they were so clever," he spoke in the stilted English of one to whom the language was not very familiar. "But now I must go back. The rest will not interest me, I fear." He raised his hat, and turned towards the door.

"Who was that?" asked Wilson. The other man shrugged his shoulders. "One of their new native officials, the Registrar of the High Court, a half-breed, a mestizo, so we call them here. Well, is there any fresh gear you will want?" and they began to talk again of professional matters.

Meanwhile, Señor Dagujob had made his way to the bar, where he gulped down an absinthe as if he needed the stimulant; then he glanced round the place, and his eye fell on Mr. John Page, who was scowling at the company in general from behind a huge stein of beer. The half-caste walked over to him, and took a chair at the same table. "Do you know where to find Captain Tomlinson?" he asked hurriedly. "Mr. Page shook his head. "Don't know where he's lodging now," he answered sulkily.

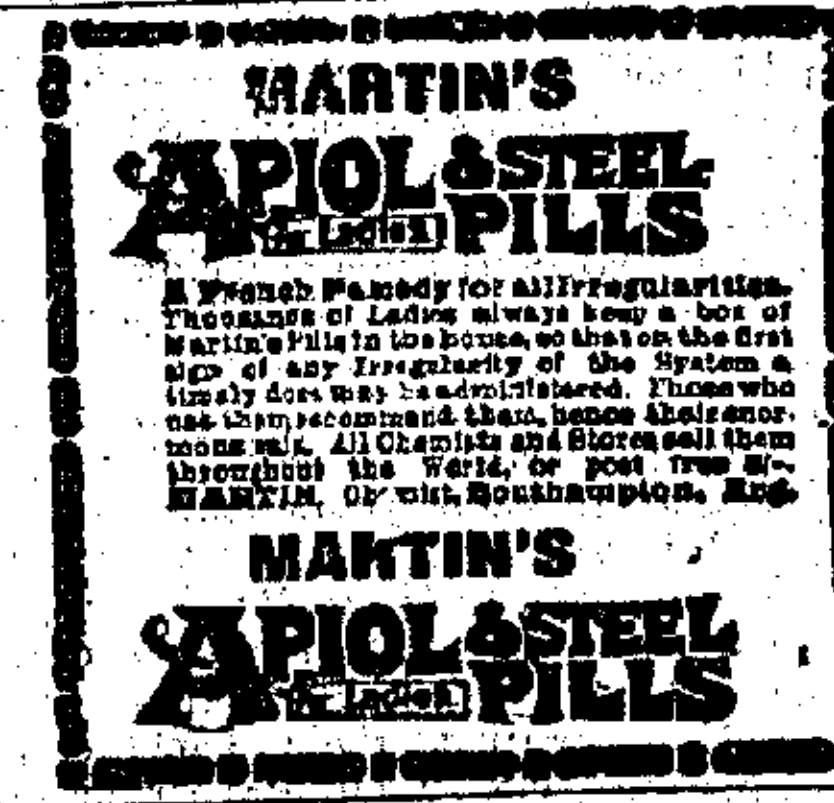
(Continued on Page 8.)



## WATSON'S OLD BLENDED GLENLIVET WHISKY.

Guaranteed entirely distilled in Scotland and thoroughly matured by age, being shipped from our stocks of Old Whisky in the West Highland Bonded Warehouses, Greenock, Scotland.

A. S. WATSON & Co., Ltd.  
ALEXANDRA BUILDINGS.



## MERRYWEATHERS' HOSE.

"Dob Sub" (double substance) Brand—Hand-woven Canvas, Oak Bark Tanned to prevent rot. Specially suitable for Climate of China. Made at Greenwich Works.

The Best Hose is the Cheapest.

MERRYWEATHERS caution all Buyers against imitations. See that the name as well as the brand is on every length.

Write for "Hints on Hose," No. 2641.

MERRYWEATHER & SONS, 63, Long Acre, W.C., London.

Works—GREENWICH, S.E., LONDON.

808-2

## BIG G

Big G is a safe and reliable remedy for treating diseases of ALL mucous membranes, such as discharges from the nose, throat, stomach and urinary organs.

AT CHEMISTS. Why not see yourself? Treatise with each bottle or mailed on request. The Evans Chemical Co. Cincinnati, Ohio, U.S.A.

## KEATING'S POWDER

IT SOMETIMES HAPPENS

Mother! Mother! Mother! Sprinkle Keating's over me! For I've been sick a sweet day and caught a hungry flea.

## KILLS BUGS

ALL INSECTS.

## SAVARESSE'S SANTAL CAPSULES

PHYSICIANS RECOMMEND THEM. MADE IN LONDON BY ALL CHEMISTS.

## NOTICES TO CONSIGNEES

AMERICAN-ASIATIC S.S. CO.

NOTICE TO CONSIGNEES.

FROM NEW YORK.

## THE Steamship

"INDRAVELLI," Captain F. St. G. Wise, having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and stored at Consignees' risk and expense.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on SATURDAY, 15th inst., at 10 A.M. All Claims must be presented within FIFTEEN DAYS of the Steamship's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 15th inst. will be subject to rent.

No Fire Insurance has been effected. Bills of Lading will be countersigned by SHEWAN, TOMES & Co., Agents.

Hongkong, 9th June, 1912. [809]

## SOCIETA NAZIONALE DI SERVIZI MARITIMI

NOTICE TO CONSIGNEES.

FROM BOMBAY.

## THE Steamship

"ISCHIA," having arrived from the above ports, Consignees of cargo by her are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., Kowloon, whence delivery may be obtained. Perishable Goods to be taken delivery of immediately.

All Claims must be sent to the Office of the undersigned before Noon on the 30th inst., or they will not be recognized. All Claims must be presented within ten days of the steamship's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 15th inst. will be subject to rent.

All broken, chafed, and damaged goods must be left in the Godowns, where they will be examined on the 17th inst., at 9.30 A.M. No Fire Insurance has been effected.

CARLOWITZ & Co., Agents.

Hongkong, 10th June, 1912. [4]

## NORDDEUTSCHER LLOYD, BREMEN

IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

## THE Steamship

"PRINZ EITEL FRIEDRICH," having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., Kowloon, and West Point Godowns, whence delivery may be obtained.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before Noon To-day requesting it to be landed here.

No Claims will be admitted after the Goods have left the Godowns, and all goods remaining undelivered after the 19th June will be subject to rent.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on the 15th June, at 9.30 A.M. All Claims must reach us before the 26th June, or they will not be recognized.

No Fire Insurance will be effected. Bills of Lading will be countersigned by the Undersigned.

This Steamship carries Cargo: Ex ss. "Admiral" from Zanzibar via Aden. Ex ss. "G. Hermann" from Zanzibar via Aden.

NORDDEUTSCHER LLOYD, MELCHERS & Co., General Agents.

Hongkong, 12th June, 1912. [5]

## AMERICAN AND MANCHURIAN LINE

NOTICE TO CONSIGNEES.

FROM NEW YORK.

## THE Steamship

"KANSAS," Captain R. Linklater, having arrived from the above Port, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., Kowloon, and stored at Consignees' risk and expense.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on WEDNESDAY, 15th inst., at 10 A.M. All Claims must be presented within FIFTEEN DAYS of the Steamship's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 20th inst. will be subject to rent.

No Fire Insurance has been effected. Bills of Lading will be countersigned by SHEWAN, TOMES & Co., Agents.

Hongkong, 15th June, 1912. [821]

ON SALE.

HONGKONG HANSARD REPORTS of the MEETINGS of the LEGISLATIVE COUNCIL for the Session 1911.

REVISED BY THE MEMBERS.

PRICE - - - \$5.

DAILY PRESS OFFICE.

Hongkong, 6th March, 1912.







**THE BANK LINE**

REGULAR SERVICE FROM HONGKONG TO

**VANCOUVER. B.C.**

**SEATTLE &**

**PORTLAND (Or.),**

VIA

**SHANGHAI AND JAPANESE PORTS.**

CARRYING CARGO ON THROUGH BILLS OF LADING TO ALL OVERLAND COMMON POINTS.

FOR MANILA.	FOR VICTORIA, VANCOUVER, SEATTLE, TACOMA AND PORTLAND (OR.).
"HERCULES," 2nd July.	"HERCULES," 2nd July.

To be followed by other Steamers of the Company at regular intervals.

Calling at AMOY and KEELUNG if sufficient inducement offers.

The BANK LINE Steamers are of the Newest Design, have most Commodious Accommodation, and are fitted with Electric Light and Wireless Telegraphy.

Special Parcel Express to America and Canadian Ports.

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TELEPHONE No. 180. KING'S BUILDING, PRAYA CENTRAL

### ORIENTAL AFRICAN LINE.

#### NEW LINE OF STEAMERS

#### TO SOUTH AFRICAN PORTS.

Regular Direct Service from JAPAN, CHINA and STRAITS to BEIRA, DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN, calling at MAURITIUS if sufficient inducement offers, and affording the Quickest Freight Transport from the ORIENT to SOUTH AFRICA.

PROPOSED SAILINGS.

S.S. "DUNEBIC" ... 3,020 tons ... Second half of August.

And regularly thereafter.

For Rates of Freight or Passage, apply to—

**THE BANK LINE, LIMITED,**

MANAGING AGENTS.

### INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA, DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and CAPE TOWN with transshipment at COLOMBO to Steamers of the INDIAN AFRICAN LINE.

PROPOSED SAILINGS.

FROM HONGKONG: FROM COLOMBO:

22nd June, S.S. "SALAMIS" 10th July.

The S.S. "SALAMIS" has splendid Saloon accommodation for passengers.

For Rates and Further Information, apply to—

**THE BANK LINE, LIMITED,**

MANAGING AGENTS.

### CONFERENCE-WEIR LINE.

REGULAR SERVICE FROM CALCUTTA TO RIVER PLATE.

THE STEAMERS OF THIS SERVICE PROVIDE THE QUICKEST TRANSIT FROM THE ORIENT TO THE ARGENTINE.

Frequent Sailings from HONGKONG connecting with the Company's Steamers to CALCUTTA.

For Rates of Freight and Further Particulars, apply to—

**THE BANK LINE, LIMITED,**

MANAGING AGENTS.

142-43-44

## GOING HOME.

A HOLIDAY AT HOME, AND A WAY TO GET THERE THAT'S A HOLIDAY.

### WHY NOT

See the beauties of Japan, of Honolulu, (the Paradise of the Pacific), of California, of Colorado, and the fascinations of Niagara, San Francisco, Chicago and New York.

### AND THE WAY

"Every 'travel wise' tourist takes the deservedly famous U.S. MAIL Steamers, of the

## PACIFIC MAIL S.S. CO.

Steamers of Limitless Luxury. Splendidly appointed "Homes on the Water." Wireless Telegraphy. Submarine Fog Signals. Excellent String Orchestra. Meals for epicures under the superintendence of caterer of International Repute.

The Cost: is not more by this route with its unrivalled opportunities, than by any other route. For a return ticket to London the cost is but £120, including berth and meals across America. To San Francisco via Japan and Honolulu the cost is £45. For the INTERMEDIATE SERVICE First Class accommodations are provided for £43 to London (return ticket £74) and to San Francisco £25. SPECIAL RATES to Officers, Army, Navy, Consular Civil Service, on application.

STEAMERS.	Tons	Starting	1912
KOREA	18,000	TUESDAY	18th June, at 1 p.m.
SIBERIA	18,000	TUESDAY	2nd July, at 1 p.m.
CHINA	18,000	TUESDAY	9th July, at 1 p.m.
MANCHURIA	27,000	TUESDAY	16th July, at 1 p.m.
NILE	11,000	TUESDAY	30th July, at 1 p.m.
MONGOLIA	27,000	TUESDAY	6th Aug., at 1 p.m.
PERFIA	9,000	TUESDAY	27th Aug., at 1 p.m.
KOREA	18,000	TUESDAY	3rd Sept., at 1 p.m.

• INTERMEDIATE STEAMERS.

LET US PLAN AN ITINERARY FOR YOU.

KING'S BUILDING (opposite Blake Pier).

**FRED J. HALTON, AGENT.**

TELEPHONE No. 141.

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## HONGKONG, CANTON, MACAO &

## WEST RIVER STEAMERS

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND CHINA NAVIGATION CO., LTD.

### HONGKONG-CANTON LINE.

HONGKONG TO CANTON. CANTON TO HONGKONG

SATURDAY, 15TH JUNE, 1912.

8 a.m. "FATSHAN." 8 a.m. "KINSHAN."  
10 p.m. "KINSHAN." 5 p.m. "HONAM."

SUNDAY, 16TH JUNE, 1912.

10 p.m. "HONAM." 4 p.m. "KINSHAN."

### HONGKONG-MACAO LINE.

S.S. "SUI TAI," Tons 1651. S.S. "SUI AN," Tons 1651

Week days at 8 a.m. and 2 p.m. from the Company's Wing Lok Street Wharf. Sundays at 9 a.m. and 12.30 p.m. from the Company's Wing Lok Street Wharf.

MACAO TO HONGKONG.

Week days at 7.30 a.m. and 2 p.m. Sundays at 7.30 a.m. and 5 p.m.

### EXCURSION TO MACAO.

SUNDAY, 16TH JUNE.

The Company's Steamship

"HEUNGSHAN."

Will depart from the Company's WING LOK STREET WHARF at 9 a.m. Departure from Macao at 8 p.m., landing at Wing Lok Street Wharf.

N.B.—The Company will also run a steamer from Macao on Sunday, leaving at 7.30 a.m., and from Hongkong at 12.30 p.m. from the Company's Wing Lok Street Wharf. This Steamer connects with the excursion steamer leaving Macao at 8 p.m.

FARES AS USUAL.

Further particulars may be obtained at the Office of the Company.

### CANTON-MACAO LINE.

S.S. "HOI-SANG," 457 tons.

Departures from Macao to Canton on Monday, Wednesday and Friday, at 9 p.m. Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 4.30 p.m.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION CO., LTD., AND THE INDO-CHINA STEAM NAVIGATION CO., LTD.

### CANTON-WUHOW LINE.

S.S. "SALAMIS," 588 tons, and S.S. "NANNING," 569 tons.

One of the above Steamers leaves Canton for Wuhow every Monday, Wednesday and Friday, at about 8 a.m., and the other leaves Wuhow for Canton on the same days at 8.30 a.m. Round trips take about 5 days. Passengers can return to Hongkong or vice versa by the Company's direct steamers "LINTAN" and "SANUI." These vessels have superior Cabin accommodation and are lighted throughout by electricity. Electric Fan in each Cabin. Booking Office open daily (Sunday excepted) 9 a.m. to 5 p.m. Further particulars may be obtained at the Office of the—

**HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,**

Hotel Mansions (First Floor), opposite the Blake Pier. [143]

## AUSTRIAN LLOYD.

(Under Mail Contract with the Austrian Government.)

MONTHLY FAST DIRECT SERVICE TO TRIESTE.

VIA SINGAPORE, PENANG, COLOMBO, ADEN, SUERZ AND PORT SAID.

S.S. "AFRICA," 8,870 tons, will leave as above on 19th June, at 5 p.m.

TO SHANGHAI 5th July.

S.S. "KOEBER," 9,900 tons, will leave as above on 5th July.

Superior accommodation for 1st and 2nd Class Cabin and Steerage passengers. Cheap rates, Hongkong-Trieste, Venice, £50 1st, £36 2nd Class. No surtax, no tips, no inside Cabins, excellent cuisine, Doctor, Laundry, Wireless Telegraphy.

MONTHLY ORDINARY SERVICE.

S.S. "SILESIA," 11,950 tons, will leave for YOKOHAMA and KOBÉ via SHANGHAI about 29th June.

S.S. "PERFIA," 12,500 tons, will leave for TRIESTE, FIVME and VENICE, via SINGAPORE, PENANG, COLOMBO, CALCUTTA, ADEN, SUERZ, PORT SAID, on 2nd July.

These Steamers are fitted with comfortable one class accommodation for saloon passengers. Cheap rates, Hongkong-Trieste, Venice £43, no surtax, excellent cuisine, Doctor, Wireless Telegraphy.

ROUND THE WORLD TICKETS ARE ISSUED.

CARGO is taken at through rates to all ports in the Adriatic, the Levant and Black Sea, also to North and South America. For information apply to—

**SANDER, WIELER & Co., Agents,**

Hongkong, 13th June, 1912. "Princes" Building. [155]

## SWEDISH EAST ASIATIC CO., LTD.

### GOTHENBURG.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

DESTINATION STEAMERS TONS DATE OF SAILINGS.

COPENHAGEN & BALTIC "CEYLON" ... 9,500 ... On 15th June.

PORTS SHANGHAI, YOKOHAMA, KOBÉ and MOJI "CANTON" ... 6,500 ... On 29th June.

For Freight and Further Particulars apply to

TELEPHONE No. 171.

**ARTHUR NIELSON & CO.**

YORK BUILDINGS, TOP FLOOR.

**SAN FRANCISCO TOYO KISEN KAISHA**

TRANS-PACIFIC

**WESTERN PACIFIC**

**DENVER AND RIO GRANDE**

TRANS-CONTINENTAL

**TOYO KISEN KAISHA.**

New Triple Screw Turbine Flyers—20 Knots Speed.

S.S. TENYO MARU ... 21,000 tons.

S.S. CHIYO MARU ... 21,000 tons.

S.S. SHINYO MARU ... 21,000 tons.

AND

S.S. NIPPON MARU ... 11,000 tons. (INTERMEDIATE.)

HONGKONG TO SAN FRANCISCO via CHINA and JAPAN PORTS and HONOLULU. Semi-tropical route—Daily tank bathing, cricket, baseball, dances and free newspaper containing World's happenings by wireless.

**WESTERN PACIFIC—DENVER AND RIO GRANDE.**

The T.K.K. lines connect at San Francisco with the palatial trains of the Western Pacific and Denver and Rio Grande Railways to Chicago via Salt Lake City and Denver WITHOUT CHANGE.

Through Standard Sleepers.

Through Tourist's Sleepers.

Dining Cars—Observation Cars.

Electric Light—Electric Fans, Union Depots.

New lands, cities and scenes—hundreds of miles through the gorgeous scenery of the Sierras—Pepper River Canon—and the Royal Gorge of Colorado.

Convenient connections at Chicago with trains for New York Transatlantic Steamers and other Eastern points.

When taking out Passage over the SAN FRANCISCO SCENIC-ROUTE ask for Ticket form No. 625.

**C. LACY GOODRICH,**

GENERAL ORIENTAL AGENT.

17, WATER STREET, YOKOHAMA.

AND KING'S BUILDING, HONGKONG

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## RUSSIAN VOLUNTEER FLEET

THE Steamers of the RUSSIAN VOLUNTEER FLEET will call at Hongkong twice a month regularly.

First-class steamers, manned by European crews only.

Low passage rates.

Light and airy cabins. Electric lights and fans throughout. Cold and warm, sea and fresh water baths. First-class cuisine. Medical attendance and medicaments free on board.

NEXT PROJECTED SAILINGS FROM HONGKONG:

OUTWARD BOUND. HOMEWARD BOUND.

VIA NAGASAKI, VLADIVOSTOK. VIA SINGAPORE, PENANG, COLOMBO, JIBUTI, HONKIDA, JEDA, PORT SAID, BEYROUT, CONSTANTINOPLE, THEODOSIA, BATUM, ODESSA.

The S.S. "PERM," 4,149 R.T., Commander J. Kaban, will call at Hongkong about 25th of June.

The S.S. "KOURSK," 6,400 R.T., Commander G. Padalka, will call at Hongkong at the end of June.

N.B.—The exact day of calling both steamers at Hongkong will be published after receiving the telegrams about their leaving last port.

The R.V.F. also runs a special Express Passenger and Mail line between Vladivostok-Tientsin and Vladivostok-Nagasaki-Shanghai in connection with the Trans-Siberian Express Trains. Also a line between Vladivostok and Kamchatka and Saghalin ports.

For Freight, passages and further particulars, apply to

CAPTAIN D. A. LUKHMANOFF, AGENT.

OFFICE TELEPHONE No. 1224. HOTEL MANSIONS, Nos. 12 and 14, Third Floor.

RESIDENCE TELEPHONE No. K 60. [117]

**PHILIPPINES S.S. CO.**

STEAMSHIP	TONS	CAPTAIN	FOR	SAILING DATE
ZAFIRO	4000	M. C. Smith	Manila, Mangarin, Iloilo and Cebu	On 20th June, 4 p.m.
RUBI	4000	S. A. Crosby	Manila, Mangarin, Iloilo and Cebu	On 29th June, 4 p.m.

For Freight or Passage, apply to SHEWAN, TOMES & Co., General Managers, Hongkong 12th June, 1912. PHILIPPINES S.S. Co. [113]

### CHURCH SERVICES.

UNION CHURCH.—Kennedy Road, Minister, Rev. C. H. Hickling. 11 a.m. Worship.

Hymns 25, 228; Psalm 8 (Witchester); Magnificat, Anthem, "What are these?" (Stainer). 6 p.m. Worship. Hymns 392, 102, 235, 275, and 267.

ST. JOHN'S CATHEDRAL, Hongkong, 15th June, 2nd Sunday after Trinity. Holy Communion 8.15 a.m. Matins (11 a.m.) (Full Choir). Responses, Festival; Venite, Kempton. Psalms of the 16th morning; To Doan, Garrett in D.; Jubilate, Garrett in G.; Anthem, "Author of Life divine," Adlam. Holy Communion (11.45 a.m.). Kyrie, Thorne in E. minor; Hymns, 266, 317. N.B.—Psalm 79, verses 1, 5, 6, 9, 14, in unison. 20, verses 4, 7, 14, 19 in unison. 81, verses 1, 9, 11 and G. 2 in unison. Evening (5.45 p.m.). Responses, Festival. Psalms of the 16th evening; Magnificat, Elvey (2nd evening); Nunc Dimittis, Smart (2nd morning); Hymns, 540, 165, 31; Organ Recital, Wednesday, June 26th, at 9.15 p.m.

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# PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
SHANGHAI, MOJI, KOBE AND YOKOHAMA	POONA Capt. A. F. Vine, R.N.R.	About 17th June.	Freight only.
LONDON and ANTWERP via SINGAPORE, PE- NANG, COLOMBO, PORT SAID and MARSEILLES	SYRIA Capt. R. A. Peters	3 P.M. 20th June.	Freight and Passage.
SHANGHAI	ASSAYE Capt. G. W. Cockman, R.N.R.	About 20th June.	Freight and Passage.
LONDON via USUAL PORTS OF CALL	ARCADIA Capt. S. Barham	Noon, 22nd June.	See Special Advertisement.

For Further Particulars apply to

H. W. D. SHALLARD,  
Acting Superintendent

Hongkong, 14th June, 1912.

## CHINA NAVIGATION CO., LD.

### SAILINGS SUBJECT TO ALTERATION

FOR	STEAMERS	TO SAIL
SHANGHAI	"LINAN"	On 15th June, 11 a.m.
HAIPHONG	"SINGAN"	On 16th June, 7 a.m.
MANILA, CEBU and ILOILO	"TEAN"	On 18th June, 4 p.m.
SHANGHAI	"CHINHUA"	On 20th June, 4 p.m.
SHANGHAI	"ANHUI"	On 22nd June, 11 a.m.
MANILA, CEBU and ILOILO	"KAIFONG"	On 25th June, 4 p.m.

AUSTRALIAN STEAMERS have superior accommodation with Electric Light, throughout and Electric Fans in the State-rooms. A duly qualified Surgeon is carried. REDUCED FARES, Cargo booked through for all Australian, New Zealand and Tasmania Ports.

MANILA LINE—TWIN SCREW STEAMERS "TEAN" and "TAMING," Saloon accommodation Ample; Electric Fans fitted; Extra State-rooms on Deck, aft. Saloon accommodation of S.S. "KAIFONG" is situated on Deck, aft. Electric Fans fitted.

SHANGHAI LINE—FAST SCHEDULE TWIN SCREW STEAMERS "ANHUI," "CHENAN," "CHINHUA" and "LINAN" with excellent accommodation, Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through bill of lading to all Yangtze and Northern China Ports.

Bill of Lading to all Yangtze and Northern China Ports. SUNDAY, 17th June. Passengers must embark before Mid-night on SATURDAY, for the SUNDAY Morning sailings. A Co.'s launch leaves Murray Pier at 10 o'clock every SATURDAY Night.

These Steamers Land Passengers in Shanghai, avoiding the inconvenience of the transshipment at Woosung.

#### NEW SERVICE.

SHANGHAI to ANTUNG direct, leaving Shanghai on alternate Wednesdays.

REDUCED FARES—SINGLE \$45.....RETURN \$75.

For Freight or Passage apply to— BUTTERFIELD & SWIRE.

Hongkong, 15th June, 1912. AGENTS

## HAMBURG-AMERIKA LINIE IN CONJUNCTION WITH DEUTSCHE DAMPSCHIFFFAHRT GESELLSCHAFT "HANSA."

Regular Sailings from JAPAN, CHINA and PHILIPPINES, via STRAITS and COLOMBO, to MARSEILLES, HAYRE, BREMEN and HAMBURG and to NEW YORK.

TAKING Cargo at Through Rates to all European North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean Levantine, Black Baltic Sea and Ports, and all North and South American Ports.

### NEXT SAILINGS FROM HONGKONG:

#### OUTWARD.

For SHANGHAI, KOBE and YOKOHAMA:

S.S. SILESIA	30th June.
S.S. FUERST BUELOW	27th June.
S.S. GLODENFELS	14th July.
S.S. SUBVIA	29th July.

For Further Particulars, apply to—

#### HOMEWARD.

For ROTTERDAM, HAMBURG & ANTWERP:	S.S. BAYERN	15th June.
For MARSEILLES, HAYRE & HAMBURG:	S.S. LIBERIA	25th June.
For ROTTERDAM, HAMBURG & ANTWERP:	S.S. HAINA	30th June.
For HAYRE, BREMEN & HAMBURG:	S.S. ALESIA	1st July.
For MARSEILLES, HAYRE & HAMBURG:	S.S. EGOVIA	14th July.
For ROTTERDAM, HAMBURG & ANTWERP:	S.S. BRASILIA	17th July.

Hongkong, 13th June, 1912.

HAMBURG-AMERIKA LINIE,  
Hongkong Office.

## THE EASTERN & AUSTRALIAN STEAMSHIP CO., LTD.

### MAIL SERVICE TO AUSTRALIA.

#### MAIL SCHEDULE (SUBJECT TO MODIFICATION).

STEAMERS	ARRIVE HONGKONG FROM AUSTRALIA.	LEAVE HONGKONG FOR AUSTRALIA.
EMPIRE ST. ALBANS	On 28th June.	On 22nd June. On 20th July.

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. All State-rooms have Electric Fans. A duly qualified Doctor and Stewardess are carried.

For further particulars apply to

GIBB, LIVINGSTON & Co.,  
AGENTS.

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## DOUGLAS STEAMSHIP CO., LD.

### HONGKONG-SOUTH CHINA COAST PORTS

HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid Accommodation for First Class Passengers. Electric Light. Excellent Cuisine.

### SWATOW, AMOY AND FOOCHOW AND RETURN.

(Occupying 9 to 10 Days).

STEAMSHIP	CAPTAIN	LEAVING
"HAIYANG"	Capt. J. W. Evans	TUESDAY, 18th June, at 11 A.M.
"HAIHING"	Capt. W. C. Passmore	FRIDAY, 21st June, at 11 A.M.
"HAIYAN"	Capt. J. S. Roach	TUESDAY, 25th June, at 11 A.M.

#### For SWATOW AND RETURN.

"HAIYUN" ... Capt. A. H. Stewart ... SUNDAY, 16th June, at 10 A.M.  
Steamers will arrive at and Depart from the Company's Wharf (near Blaise Pier). During the months of June and July—Return Tickets available for three months will be issued at a Reduction of 20 per cent. on the usual rate to Foochow.  
For Freight and Passage, apply to—

DOUGLAS, LAPRAIK & Co.,  
GENERAL MANAGERS

Hongkong, 15th June, 1912

## TOYO KISEN KAISHA. IMPERIAL JAPANESE TRANS-PACIFIC MAIL LINES. SAN FRANCISCO LINE.

Operating the THREE TRIPLE SCREW TURBINE Steamers

### CHIYO MARU, SHINYO MARU TENYO MARU.

Speed 21 KNOTS, Displacement 21,000 TONS.

### "NIPPON MARU." INTERMEDIATE STEAMER.

Speed 18 KNOTS, Displacement 11,000 TONS.

#### PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

STEAMER	CAPTAIN	DATE OF SAILING.
SHINYO MARU	H. S. Smith	TUESDAY, 25th June, Noon.
CHIYO MARU	W. W. Greene	TUESDAY, 23rd July, at Noon.
NIPPON MARU	A. G. Stevens	TUESDAY, 13th Aug., at Noon.
TENYO MARU	E. Bent	TUESDAY, 20th Aug., at Noon.

The S.S. "SHINYO MARU" will be despatched for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBE, YOKKAICHI, YOKOHAMA and HONOLULU, on TUESDAY, the 25th June, at Noon.

### SOUTH AMERICA LINE.

(In Connection with the NATIONAL RAILWAYS of MEXICO at MANZANILLO and the TEHUANTEPEC NATIONAL RAILWAY at SALINA CRUZ.)

The Only Regular Direct Service to MEXICAN, CHILIAN and PERUVIAN PORTS.

The Steamers—BUYO MARU, HONGKONG MARU and KIYO MARU

Ply between HONGKONG and CORONEL via MOJI, KOBE, YOKOHAMA, HONOLULU, MANZANILLO, SALINA CRUZ, CALLAO, ARICA, IQUIQUE and VALPARAISO.

STEAMER	Tons	DATE OF SAILING.
KIYO MARU	17,500	TUESDAY, 6th Aug., Noon.
BUYO MARU	10,500	FRIDAY, 4th Oct., at Noon.
HONGKONG MARU	11,000	TUESDAY, 3rd Dec., at Noon.

ALL STEAMERS are equipped with JAPANESE GOVERNMENT WIRELESS TELEGRAPH APPARATUS and POST OFFICES.

SPECIAL RATES.—TO OFFICERS of the ARMY and NAVY, members of the CIVIL and CONSULAR SERVICES, and to MISSIONARIES.

Through bookings to all important points and AROUND THE WORLD.

For Full Particulars as to Passage and Freight, apply to

S. MORIMOTO, AGENT,  
King's Building (Opposite Blake Pier).

2471

## OSAKA SHOSEN KAISHA. REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration).

### TRANS-PACIFIC SERVICE.

Connecting at TACOMA with

THE CHICAGO, MILWAUKEE AND PUGET SOUND RAILWAY

AND

THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY.

(The only direct train service, without transshipment, also shortest and fastest route, from the Pacific Coast to Chicago). Taking cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal ports in Mexico, Central and South America.

FOR	STEAMERS	Tons (Gross reg.)	LEAVES
VICTORIA, B.C. & TACOMA via KEELUNG, NAGASAKI, KOBE, YOKKAICHI, AND YOKOHAMA	"TACOMA MARU"	6,178	THURSDAY, 11th July, at 1 P.M.
	"SEATTLE MARU"	6,182	THURSDAY, 8th Aug., at 1 P.M.
	"CHICAGO MARU"	6,182	TUESDAY, 3rd Sept., at 1 P.M.
VICTORIA, B.C. & TACOMA via KEELUNG, SHANGHAI, MOJI, KOBE, YOKKAICHI, AND YOKOHAMA	"CANADA MARU"	6,064	TUESDAY, 25th June, at 1 P.M.
	"PANAMA MARU"	6,059	TUESDAY, 23rd July, at 1 P.M.
	"MEXICO MARU"	6,064	SATURDAY, 17th Aug., at 1 P.M.

O. S. K. has made the following revision on 1st class passage to Victoria, Tacoma, Seattle Vancouver, Portland, and San Francisco:—  
From Manila ... G. \$130.00  
From Hongkong, Shanghai and Keelung ... G. \$110.00  
From Nagasaki, Moji, Kobe and Yokohama ... G. \$95.00  
1st class passage from Hongkong to Victoria, Tacoma, Seattle, Vancouver, Portland and San Francisco ... G. \$110.00

The Co.'s Newly Built Steamers have fair speed. Superior accommodation forsteering Passengers situated AMIDSHIP. A limited number of Cabin Passengers carried at Low Rates. Best adapted rooms for carrying Silk, "secure and Parcel. Special attention given toward Express connection.

### HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE

FOR	STEAMERS	LEAVES
TAMSUI via SWATOW and AMOY	"DAIGI MARU"	SUNDAY, 16th June, at Noon.
FOOCHOW via SWATOW and AMOY	"KAIJO MARU"	WED'DAY, 19th June, at Noon.

N.B.—S.S. "KAIJO MARU" will arrive at, and Depart from Soon Yip Co.'s Wharf, (Near the Harbour Office, Praya Central).

For information of Freight, Passage, Sailings, etc., apply at the Co.'s Local Branch Office, at Second Floor, No. 1, Queen's Buildings

S. HIROI,  
MANAGER

7778-7

## EST ASIATIQUE FRANCAIS

MESSAGERIES MARITIMES, AGENTS.

MAIL SERVICE TO AND FROM

### TONKIN

in 58 hours.

S.S. "SI-KIANG," Capt. E. de Catalano.

(1st AND 2ND CLASSES) will leave Hongkong for KWANG CHOW WANG AND HAIPHONG,

ON WEDNESDAY, the 19th June, 1912, at 9 A.M.

For Passage and Freight apply to

P. THOMAS, N.M. Co.'s AGENT.

## PENINSULAR & ORIENTAL STEAM NAVIGATION CO.

PROPOSED SAILINGS OF MAIL STEAMERS

### MARSEILLES AND LONDON

TAKING PASSENGERS ALSO FOR  
COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c.  
THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

STEAMERS	Leave	Connecting Steamers	Due	Due
to	HONGKONG	from COLOMBO to	MARSEILLES	PLYMOUTH
COLOMBO		MARSEILLES & LONDON	(Brindisi 2 days earlier)	(London 1 day later)
Steamer	Tons	Steamer	Tons	
ARCADIA	7000	MORE	11000	SUNDAY, July 21
ASSAYE	7500	MARSEILLA	10500	July 27
DEVANHA	8000	MALDAVIA	10500	Aug. 4
DELTA	8000	MALOJA	12500	Aug. 18
INDIA	8000	HIMALAYA	7000	Aug. 24
				Sept. 1
				Sept. 15
				Sept. 21
				FRIDAY, Sept. 28
ARCADIA	7000	MEDINA	12500	Oct. 4
ASSAYE	7500	MALWA	11000	Oct. 18
DEVANHA	8000	MOOLTA	10000	Oct. 12
INDIA	8000	MACEDONIA	10500	Oct. 26
				Nov. 9
				Nov. 15

Passengers change Steamers at COLOMBO, and those for BRINDISI transfer also to the Express Mail Steamer at PORT SAID. Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong at the time of Booking.

FARES TO LONDON:

1st SALOON £71.10 SINGLE, £106.14 RETURN.

2nd " £48.8 " £72.12

IN ADDITION TO THE ABOVE MAIL STEAMERS

INTERMEDIATE (NON-TRANSHIPMENT) STEAMERS WILL LEAVE FOR

### LONDON

CARRYING 1st AND 2nd SALOON PASSENGERS AT REDUCED RATES.

PROPOSED SAILINGS:

STEAMERS	Leave	Due
	HONGKONG	LONDON
	Tonnage	about
SYRIA	7000	June 19
NORE	7000	June 26
SIMLA	6900	July 10
NUBIA	6000	September 4
SARDINIA	7000	September 18
		November 2

These Steamers call also at SINGAPORE, PENANG, COLOMBO, and at MARSEILLES

FARES TO LONDON:

1st SALOON £55.10 SINGLE, £82.10 RETURN.

2nd " £38.10 " £57.4

For further Particulars, apply to—

H. W. D. SHALLARD,  
ACTING SUPERINTENDENT

## NIPPONYUSEN KAISHA (THE JAPAN MAIL STEAMSHIP CO.)

### PROJECTED SAILINGS FROM HONGKONG—

SUBJECT TO ALTERATION.

DESTINATIONS	STEAMERS	TONS	SAILING DATES
MARSEILLES, LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO, SUEZ and PORT SAID	IYO MARU Capt. R. Takeda	7,000	WED'DAY, 19th June, at Daylight.
	HIRANO MARU Capt. H. Fraser	9,000	WED'DAY, 3rd July, at Daylight.
VICTORIA, B.C. and SEATTLE via KEELUNG, SHANGHAI, MOJI, KOBE, YOKKAICHI, SHIMIZU and YOKOHAMA	TAMBA MARU Capt. S. Wada	7,000	TUESDAY, 18th June, at 4 P.M.
	SANUKI MARU Capt. N. Teranaka	7,000	TUESDAY, 2nd July, at 4 P.M.
SYDNEY and MELBOURNE via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	KUMANO MARU Capt. M. Winkler	6,000	FRIDAY, 5th July, at Noon.
	YAWATA MARU Capt. Sekine	5,000	FRIDAY, 2nd Aug., at Noon.
BOMBAY via SINGAPORE and COLOMBO	COLOMBO MARU Capt. Kamekita	5,000	MONDAY, 24th June.
KOBE and YOKOHAMA	KAMO MARU Capt. F. L. Soumerai	9,000	WED'DAY, 19th June, at 5 P.M.
SHANGHAI, MOJI and KOBE	TOSA MARU Capt. T. Sato	6,000	WED'DAY, 19th June.
NAGASAKI, KOBE and YOKOHAMA	YAWATA MARU Capt. Sekine	5,000	About WED'DAY, 24th July.
SHANGHAI and KOBE	TOTOMI MARU Capt. A. Mooker	4,000	MONDAY, 17th June.

† To be connected with S.S. "SHIZUKA MARU" at Kobe. Fitted with New System of Wireless Telegraphy.

† Cargo only

## NEW LINE OF STEAMERS BETWEEN KOBE & CALCUTTA.

REGULAR FORTNIGHTLY SERVICE

FROM KOBE TO CALCUTTA, CALLING AT HONGKONG, SINGAPORE, PENANG AND RANGOON.

The next steamer from Hongkong:—

"JINSEN MARU," 4,000 tons, Capt. Machida, Saturday, 29th June

## REDUCED SUMMER RATES BETWEEN HONGKONG AND JAPAN PORTS.

Commencing 1st June, ending 30th September, 1912.

SPECIAL EXCURSION TICKETS (1st and 2nd Class), available for 3 Months.

Yokohama Return. Kobe Return. Moji Return. Nagasaki Return.

1st Class \$135 \$122 \$108 \$95

2nd " \$81 \$75 \$65 \$57

With option of Rail between Steamer's Calling Ports in Japan.

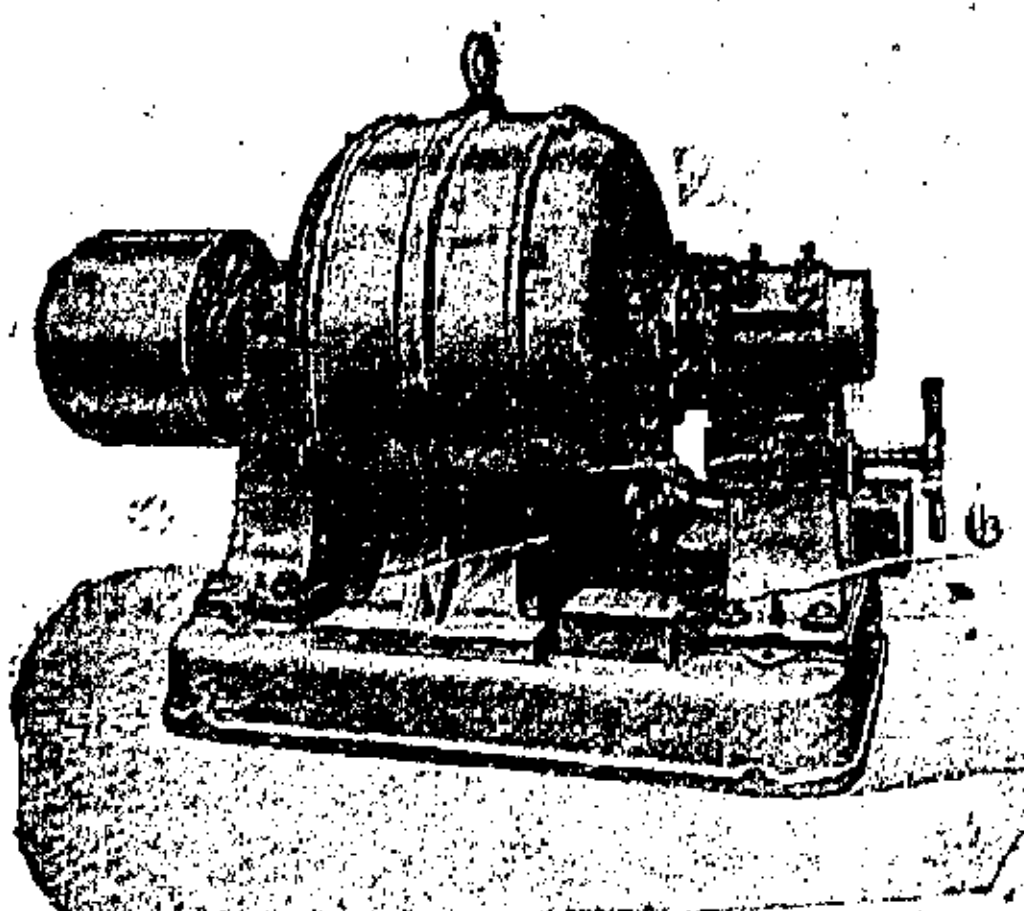
For Further Information as to Freight, Sailing, etc., apply to—

T. KUSUMOTO, MANAGER.

TELEPHONE Nos. 292 and 1241.

712-13-655





ELEKTIZITÄTS  
ACTINGESELLSCHAFT  
**Titan**  
BERGERHOF  
RHL.D.  
ELECTRIC MOTORS,  
DYNAMOS,  
VENTILATORS,  
AND ALL KINDS OF  
ELECTRICAL GOODS.

GENERAL AGENT FOR HONGKONG AND CHINA  
**HUGO C. A. FROMM.**  
HONGKONG, 4, QUEEN'S BUILDINGS, TEL. No. 960.  
Houkoug, 14th June, 1912.

**AUGUST FOMM LEIPZIG**  
MANUFACTURERS OF  
ALL KINDS OF  
**MACHINES**  
AND  
**PRESSES**  
FOR  
**PRINTING AND**  
**BOOKBINDING.**

GENERAL AGENT FOR HONGKONG AND CHINA  
**HUGO C. A. FROMM.**  
HONGKONG, 4, QUEEN'S BUILDINGS, TEL. No. 960.  
Houkoug, 14th June, 1912.

**Hoehi** Extra Dry  
gout american

OBTAINABLE FROM—  
**THE SINCERE CO., LTD.,**  
SUB-AGENT FOR HONGKONG.  
Houkoug, 14th June, 1912.

#### POST OFFICE NOTICE

Only fully prepaid Letters and Post Cards are transmissible  
by the SIBERIAN ROUTE TO EUROPE.  
Letters for this route should be superscribed via SIBERIA.

FOR	PER	DATE
Hainan and Pakhoi	Handel	Saturday, 15th, 9.00 A.M.
Port Bayard	American	Saturday, 15th, 10.00 A.M.
Straits	Lothian	Saturday, 15th, 11.00 A.M.
Straits, and India via Calcutta	Fookang	Saturday, 15th, 11.00 A.M.
Philippine Islands	Tathylus	Saturday, 15th, 11.00 A.M.
Batavia, Samarang, Sourabaya and Macassar	Tippana	Saturday, 15th, 1.00 P.M.
Shanghai and North China	Kowloon	Saturday, 15th, 1.00 P.M.
Philippine Islands	Yuenyung	Saturday, 15th, 1.15 P.M.
Macao	Sui Tai	Saturday, 15th, 1.15 P.M.
Straits	Bayeri	Saturday, 15th, 4.00 P.M.
Hainan and Pakhoi	Singap	Saturday, 15th, 5.00 P.M.
Shanghai and North China	Profil	Saturday, 15th, 5.00 P.M.
Philippine Islands, Yap, Angaur, Fred, Wilhelmshafen, Rabaul, Herberstshof, Matupi, Australia, Tasmania and New Zealand via Brisbane	Linau	Saturday, 15th, 5.00 P.M.
Swatow	Hainan	Sunday, 16th, 9.00 A.M.
Jessellton, Kudat and Sandakan	Borneo	Sunday, 16th, 9.00 A.M.
Swatow, Amoy and Tamsui	Daigi Maru	Sunday, 16th, 9.00 A.M.
Chianran	Onang	Monday, 17th, 11.00 A.M.
Macao	Sui Tai	Monday, 17th, 1.15 P.M.
Swatow, Amoy and Foochow	Hainan	Tuesday, 18th, 10.00 A.M.
FORMOSA via KEELUNG, SHANGHAI, NORTH CHINA, JAPAN, HONOLULU, UNITED STATES, CANADA AND SOUTH AMERICA via SAN FRANCISCO (EUROPE via SIBERIA)	Korea	Registration ... 10.15 A.M. (Registration with late fee of 10 cents, up to 10.30 A.M.) Kowloon B.O. ... 9.30 A.M. No late fee. Letters ... 11.00 A.M.
SAIGON, STRAITS, CEYLON, ADELAIDE, WESTERN AUSTRALIA, INDIA, ADELAIDE, COAST AND EUROPE via MARSEILLES. Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail. Late Letters 11.00 to NOON Extra Postage 10 cents.	Neva	Tuesday, 18th, 10.00 A.M. Registration ... 10.15 A.M. Registration with late fee of 10 cents, up to 11.00 A.M. Kowloon B.O. at ... 9.30 A.M. No late fee. Letters ... 11.00 A.M.
Macao	Sui Tai	Tuesday, 18th, 1.15 P.M.
FORMOSA via Keelung, Shanghai, North China and Japan via Meji, Victoria, B.C. and Seattle.	Tamba Maru	Tuesday, 18th, 3.00 P.M.
Philippine Islands	Teau	Tuesday, 18th, 3.00 P.M.
Straits and Ceylon	Iyo Maru	Tuesday, 18th, 5.00 P.M.
Fort Bayard, Hainan and Pakhoi	St. Kiang	Wednesday, 19th, 8.00 A.M.
Swatow	Hatsum	Wednesday, 19th, 10.00 A.M.
Straits and Burmah	Iota	Wednesday, 19th, 11.00 A.M.
Macao	Sui Tai	Wednesday, 19th, 1.15 P.M.
Japan and Yokohama	Hinda	Wednesday, 19th, 5.00 P.M.
Straits and Ceylon	Syru	Thursday, 20th, 2.00 P.M.
SAIGON, STRAITS, CEYLON, ADELAIDE, WESTERN AUSTRALIA, INDIA, ADELAIDE, COAST AND EUROPE via BRINDISI. (Late Letters 11.00 to NOON, Extra Postage 10 cents). (Supplementary mail on board up to the time fixed for departure of the mail. Extra Postage 10 cents). (Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.) The Parcel mail will be closed on Friday, the 21st instant, at 5 P.M.	Arcadia	Saturday, 22nd, 10.00 A.M. Registration ... 10.15 A.M. Registration with late fee of 10 cents, up to 11.00 A.M. Kowloon B.O. ... 9.30 A.M. No late fee. Letters ... 11.00 A.M.
Philippine Islands	Leungang	Saturday, 22nd, 1.00 P.M.
SHANGHAI, NORTH CHINA, JAPAN, via NAGASAKI, UNITED STATES, SOUTH AMERICA AND CANADA via VANCOUVER (EUROPE via SIBERIA)	Empress of India	Registration ... 3.15 P.M. (Registration with late fee of 10 cents, up to 4.00 P.M.) Kowloon B.O. ... 3.00 P.M. No late fee. Letters ... 5.00 P.M.

#### COMMERCIAL

##### CLOSING QUOTATIONS.

	June 14th
ON LONDON—	
Telegraphic Transfer	2-1
Bank Bills, on demand	2-1
Bank Bills, at 30 days' sight	2-1
Bank Bills, at 4 months' sight	2-1
Credits, at 4 months' sight	2-1
Documentary Bills 4 months' sight	2-1
ON PARIS—	
Bank Bills, on demand	255
Credits, at 4 months' sight	260
ON NEW YORK—	
On demand	207
Bank Bills, on demand	49
Credits, at 60 days' sight	50
ON BOMBAY—	
Telegraphic Transfer	151
Bank, on demand	151
ON CALCUTTA—	
Telegraphic Transfer	151
Bank, on demand	151
ON SHANGHAI—	
Bank, at sight	72
Private, 30 days' sight	73
ON YOKOHAMA—On demand	99
ON MANILA—On demand—Pesos	99
ON SINGAPORE—On demand	121
ON HATYAI—On demand	3
ON HAIPHONG—On demand	3
ON SAIGON—On demand	74
ON HONGKONG—On demand	74
SOVEREIGNS, Bank's Buying Rate	19.80
GOLD LEAF, 100 fine, per tola	851.40
BAR SILVER, per oz.	28

##### SUBSIDIARY COINS.

	per cent
Chinese	20 cents pieces, 18.40 discount
Chinese	10 " " 18.65
Hongkong	20 " " 18.70
Hongkong	10 " " 18.80

##### MAILS VIA SIBERIA.

London	Shanghai
May 29th.	June 13th.

#### SHARE LIST.—QUOTATIONS.

HONGKONG, 14th JUNE, 1912.

STOCKS.	NO. OF SHARES.	VALU.	PAID UP.	CLOSING QUOTATIONS.
Hongkong & Shanghai Bank Corporation	120,000	\$125	all	\$855, sellers
China Borneo Company, Limited	60,000	\$12	all	\$47, sellers
China Light and Power Company, Limited	50,000	\$1	all	\$2, sellers
China Provident, Loan & Mortgage Co., Ltd.	200,000	\$10	all	\$8, sellers
COTTON MILLS—				
Ewo Cotton Spinning & Weaving Co., Ltd.	20,000	Tls. 50	all	Tls. 85
Hongkong Cotton Spinning Co., Ltd.	125,000	\$10	all	\$5, sellers
Dairy Farm Company, Limited	40,000	\$7	all	\$22
DOCK AND WHARVES—				
Hongkong & Wharves & G. Co., Ltd.	60,000	\$50	all	\$61, sellers
Hongkong and Wharves Dock Co., Ltd.	50,000	\$50	all	\$47, sellers
New Amoy Dock Co., Limited	10,000	\$6	all	16
Shanghai Dock and Engineering Co., Ltd.	55,700	Tls. 100	all	Tls. 53
Shanghai and Hongkong Wharf Co., Ltd.	36,000	Tls. 100	all	Tls. 91
Green Island Cement Co., Limited	400,000	\$10	all	\$23, sellers
Hongkong Electric Co., Limited	60,000	\$10	all	\$11
Hongkong Hotel Company, Limited	8,000	\$50	all	\$25, buyers
Manila Metropolitan Hotel Limited	15,000	P. 10	all	P. 9
Hongkong Ice Company, Limited	50,000	\$25	all	\$212, sellers
Hongkong Hope Manufacturing Co., Limited	60,000	\$10	all	\$19, buyers
Hongkong & South China Steam Fisheries Co., Ltd.	15,000	\$10	all	\$7
INSURANCES—				
Canton Insurance Office Co., Limited	10,000	\$250	\$50	\$224, buyers
China Fire Insurance Co., Limited	20,000	\$200	\$20	\$132, sales
China Traders Insurance Co., Limited	24,000	\$83.33	\$25	\$100
Hongkong Fire Insurance Co., Limited	9,000	\$250	\$50	\$353
North-China Insurance Co., Limited	10,000	\$15	\$5	Tls. 140, sellers
Union Insurance Society, Limited	12,400	\$250	\$100	\$805, sales
Yankee Insurance Association, Limited	12,000	\$100	\$50	\$190, Ex 73
LANDS AND BUILDINGS—				
Hongkong Land Invest. Agency Co., Ltd.	50,000	\$100	all	\$105, buyers
Humphreys' Estate and Finance Co., Ltd.	150,000	\$10	all	\$73, sellers
Kowloon Land and Building Co., Ltd.	6,000	\$50	\$30	\$34, buyers
Shanghai Land Investment Co., Limited	78,000	Tls. 50	all	Tls. 86
West Point Building Co., Limited	12,500	\$50	all	\$54
Manchappi tot Mijia, Bosch-on Landbouw exploitatie in Langkat	25,000	Gds. 10	all	Tls. 68, buyers
MINE—				
Chinese Engineering and M. Co., Ltd.	1,000,000	\$1	all	35/-, sellers
Tranoh Mines, Limited	150,000	\$1	all	75/-, buyers
Heawood Tin and Rubber Estate, Ltd.	715,280	\$1	all	4/9, sellers
Bamb Australian Gold Mining Co., Ltd.	200,000	\$1	all	14, sellers
Peak Tramways Co., Limited	25,000	\$10	all	\$11
Philippine Co., Limited	75,000	\$10	all	\$5, buyers
REFINERIES—				
China Sugar Refining Co., Limited	20,000	\$100	all	\$107
Luen-Sugar Refining Co., Limited	7,000	\$100	all	\$33
STEAMSHIP COMPANIES—				
China and Manila Steamship Co., Ltd.	30,000	\$25	all	\$104, sellers
Douglas Steamship Co., Limited	20,000	\$50	all	\$27, sellers
Hongkong, Canton & Macao S.S. Co., Ltd.	80,000	\$15	all	\$57, L'don
Indo-China Steam Navigation Co., Ltd.	60,000 pref.	\$5	all	buy, £7. 7a. 6d.
Shell Transport & Trading Co., Limited	60,000 def.	\$1	all	109/-
Star Ferry Company, Limited	10,000	\$10	all	\$56, buyers
South China Morning Post, Limited	10,000	\$10	all	\$23, buyers
Steam Laundry Company, Limited	6,000	\$25	all	\$22
STORES AND DISPENSARIES—				
Campbell, Moore & Co., Limited	1,200	\$10	all	\$25
Wm. Powell, Limited	15,000	\$7	all	\$6
Watkins, Limited	10,000	\$10	all	\$3
A. S. Watson & Co., Limited	90,000	\$10	all	\$4, buyers
Weissmann, Limited	3,000	\$10	all	\$15, buyers
Gande Price & Co., Ltd.	50,000	\$10	all	\$12, sellers
Societe des Pulpes de Papeteries du Tonkin	15,000	\$50	all	\$10
Hongkong Steel Foundry Co., Ltd.	15,000	\$10	all	\$10
United Asbestos Oriental Agency, Limited	9,900 ordy.	\$10	all	\$300
Union Waterboat Co., Limited	60,000	\$10	all	\$84, buyers
RUBBERS—				
Para Rubber in London				4/9 1/2 per lb., done
Loans.	Amount.	Value.	Interest.	Quotation.
Chinese Imperial 1886	Tls. 767,200	Tls. 250	7 1/2 p. annum	Par.
VERNON & SYMTH, Share Brokers				

#### TO-DAY

Accession of Emperor William II of Germany (1888).	
FORHCOMING EVENTS.	
Monday, 17th June—	
Bunker Hill Day (Mass. U.S.A.)	
3 P.M.—Auction of Crown Land at Morrison Hill, by Public Works Dept.	
3 P.M.—Auction of Crown Land at Inland Lots Nos. 591 and 604, by Public Works Dept.	
Saturday, 22nd June—	
Noon—The China and Manila Steamship Co., Ltd.'s Twenty-Ninth Ordinary General Meeting.	
9.15 P.M.—A Grand Variety Entertainment at the Palace Theatre, Mount Austin.	
Sunday, 23rd June—	
Prince of Wales' Birthday (1894).	
Wednesday, 27th July—	
3.30 P.M.—Hongkong General Chamber of Commerce General Meeting in City Hall.	

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